

RESOLUTION NO. 55 - 95

A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF DUBLIN

APPROVING GENERAL PLAN AMENDMENT FOR PA 95-007
HANSEN RANCH/CALIFORNIA PACIFIC HOMES PHASE II

WHEREAS, California Pacific Homes has requested a General Plan Amendment Study, Planned Development Rezoning and Tentative Map Amendment to redesignate approximately 0.95 acres of the Hansen Ranch Site from Open Space/Stream Corridor to Low Density Single Family Residential (0.5 to 3.8 DU/AC), to allow six homesites in the open space/riparian area, and make other adjustments on the land use map from Low Density Single Family Residential to Open Space land uses for an overall increase in open space land of 0.32 acres; and to rezone the Planned Development Open Space Prezoning to relocate six single family residential lots into the Open Space/Stream Corridor area; and

WHEREAS, pursuant to the provisions of State Planning and Zoning Law, it is the function and duty of the City Council of the city of Dublin to review and act on proposed amendments to the City's General Plan; and

WHEREAS, the Planning Commission held a properly noticed study session on April 17, 1995, and a public hearing on May 1, 1995 to consider the General Plan Amendment, PD Rezoning, Tentative Map and previous EIR for PA 95-007 planning application for Hansen Hill/California Pacific Homes; and

WHEREAS, proper notice of said public hearing was given in all respects as required by law; and

WHEREAS, the Staff analysis was submitted recommending denial of the General Plan Amendment to designate the 2.4± acre open space area to low density single family residential (0.5 to 3.8 DU/AC); and

WHEREAS, the General Plan Amendment has been reviewed in accordance with the provisions of the California Environmental Quality Act; and

WHEREAS, the certified Hansen Ranch EIR determined that development within the proposed area would have significant adverse impacts to the oak woodland/riparian habitat area; and

WHEREAS, the Planning Commission on May 1, 1995 adopted Resolution Nos. 95-13, 94-14 and 95-15 recommending denial of the proposed amendments; and

WHEREAS, the City Council considered the Planning Commission recommendation at a duly noticed public hearing on May 8, 1995, May 22, 1995, and June 13, 1995; and

WHEREAS, the City Council considered all reports, recommendations and written and oral testimony submitted at the Public Hearing as herein above set forth; and

WHEREAS, the City Council on June 13, 1995 adopted Resolution No. 54-95 adopting CEQA findings, certifying a final environmental impact report and adopting a statement of overriding considerations.

NOW, THEREFORE, BE IT RESOLVED THAT THE Dublin City Council does hereby find:

1. That the City of Dublin has adopted a General Plan as a long term policy document which contains several long term goals including preserving oak woodlands and riparian vegetation; and

2. That the proposed general plan amendment (PA 95-007) is consistent with the existing General Plan policies that require preservation of oak woodlands and riparian vegetation in that (a) the lots which will be relocated into 0.95 ± acre area will be sited to avoid the riparian corridor to the greatest extent practicable; (b) the proposed development includes measures to enhance vegetation in the reconstructed swale over the riparian corridor; (c) grading and loss of oak woodlands will occur in the 0.95 ± acre area in any event in order to construct the road which traverses this area, (d) the General Plan Amendment results in a net increase of 0.32 acres of open space on the project site; and

3. That existing General Plan policies require revegetation of graded slopes with native trees, grass, and shrubs and that the portions of the project site to be graded will be revegetated; and

4. That the proposed General Plan Amendment land use designation is consistent with the General Plan policies, in that the proposed development will eliminate grading on 16.28 ± acres of the site which will allow two knolls to remain natural and ungraded, thus advancing general plan policies 2.1.4 (c), 3.1 (c), 3.3 (g), and 3.3 (h) restricting development along ridgelines; and lots will be moved away from the earthquake fault, and grading improvements will be made to repair landslides, thus advancing general plan policy 8.1(a).

BE IT FURTHER RESOLVED THAT THE Dublin City Council approves PA 95-007, Hansen Ranch/California Pacific Homes General Plan Amendment; and redesignates approximately 0.95 acres of the Hansen Ranch Site from Open Space/Stream Corridor to Low Density Single Family Residential (0.5 to 3.8 DU/AC), to allow six homesites in the open space/riparian area, and make other adjustments on the land use map from Low Density Single Family Residential to Open Space land uses, for an overall increase in Open Space land of 0.32 acres, as shown on Attachment 1, Staff Study.

BE IT FURTHER RESOLVED THAT THE Dublin City Council does hereby direct the Staff to edit, format, and print the up-to-date Dublin General Plan with all City Council approved revisions and without any other substantive changes.

BE IT FURTHER RESOLVED THAT THE Dublin City Council does hereby direct that the Applicant is responsible for all costs the City incurs in providing an up to date Dublin General Plan resulting from the adoption of Hansen Ranch/California Pacific Homes General Plan Amendments.

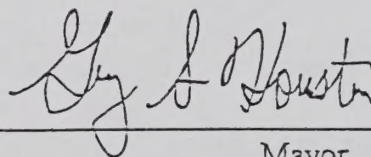
BE IT FURTHER RESOLVED THAT this resolution shall be effective 30 days following the date of adoption.

PASSED, APPROVED AND ADOPTED THIS 13th day of June, 1995.

AYES: Councilmembers Barnes, Burton, Howard and Mayor Houston

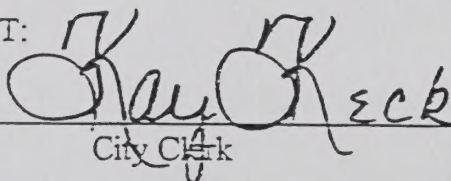
NOES: Councilmember Moffatt

ABSENT: None



Mayor

ATTEST:



City Clerk

RESOLUTION NO. 125 - 95

A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF DUBLIN

ADOPTING A NEGATIVE DECLARATION OF ENVIRONMENTAL SIGNIFICANCE
FOR PA 95-035 ARLEN NESS ENTERPRISES GENERAL PLAN AMENDMENT,
CONDITIONAL USE PERMIT AND SITE DEVELOPMENT REVIEW
AT 6050 DUBLIN BOULEVARD

WHEREAS, Arlen Ness submitted an application requesting approval of a General Plan Amendment, from "Business Park/Industrial: Outdoor Storage" to "Retail/Office and Automotive", a Conditional Use Permit to allow a retail use in the M-1 District; and a Site Development Review to allow a 44,016 square foot motorcycle parts mail-order and retail business at 6050 Dublin Boulevard; and

WHEREAS, the California Environmental Quality Act (CEQA), State CEQA guidelines and City Environmental Guidelines require that certain projects be reviewed for environmental impacts and that environmental documents be prepared; and

WHEREAS, the application has been reviewed in accordance with the provisions of the California Environmental Quality Act (CEQA) and a Negative Declaration has been prepared for this project as it will not have a significant effect on the environment; and

WHEREAS, the Planning Commission did hold a public hearing on said application on October 17, 1995; did review and consider the Negative Declaration; and did adopt Resolution No. 95- 40, recommending that the City Council adopt a Draft Resolution approving the Negative Declaration for PA 95-035 Arlen Ness, General Plan Amendment, Conditional Use Permit, and Site Development Review; and

WHEREAS, proper notice of said Negative Declaration and public hearing was given in all respects required by law; and

WHEREAS, the City Council did review and consider the Negative Declaration at a public hearing on October 24, 1995; and

WHEREAS, proper notice of said Negative Declaration and public hearing was given in all respects required by law; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Dublin does hereby find:

1. That the project will not have a significant effect on the environment; and
2. That the Negative Declaration has been prepared and processed in accordance with State and local laws and guideline regulation; and
3. That the Negative Declaration is complete and adequate.

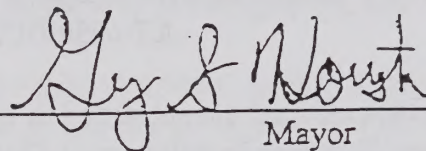
BE IT FURTHER RESOLVED THAT THE Dublin City Council does hereby adopt the Negative Declaration for PA 95-035 Arlen Ness.

PASSED, APPROVED AND ADOPTED this 24th day of October, 1995.

AYES: *Councilmembers Barnes, Burton, Howard, Moffatt and Mayor Houston*

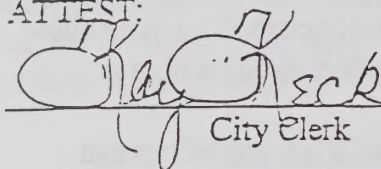
NOES: *None*

ABSENT: *None*



Mayor

ATTEST:



City Clerk

RESOLUTION NO. 126 - 95

A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF DUBLIN

ADOPTING PA 95-035 ARLEN NESS ENTERPRISES
- GENERAL PLAN AMENDMENT

WHEREAS, Arlen Ness submitted an application requesting approval of a General Plan Amendment, from "Business Park/Industrial: Outdoor Storage" to "Retail/Office and Automotive"; a Conditional Use Permit to allow a retail use in the M-1 District; and a Site Development Review to allow a 44,016 square foot motorcycle parts mail-order and retail business at 6050 Dublin Boulevard; and

WHEREAS, the Planning Commission did hold a hearing on October 17, 1995, did review and consider the application for a General Plan Amendment for PA 95-035, Arlen Ness, and did adopt Resolution 95-40 recommending that the City Council adopt a Draft Resolution adopting the General Plan Amendment for PA 95-035, Arlen Ness; and

WHEREAS, proper notice of said public hearing was given in all respects as required by law; and

WHEREAS, the application has been reviewed in accordance with the provisions of the California Environmental Quality Act (CEQA) and a Negative Declaration has been prepared for this project as it will not have a significant effect on the environment; and

WHEREAS, the existing Business Park/Industrial: Outdoor Storage General Plan land use designation is not appropriate for the area because the extension of Dublin Boulevard has greatly improved access and visibility for the subject property, allowing for intensification of land uses; and

WHEREAS, the proposed Retail/Office and Automotive General Plan land use designation could provide the impetus for the transition of an area characterized by marginal and ill-maintained uses to a retail/office and automotive-oriented area permitting uses which would be valuable additions to the City of Dublin; and

WHEREAS; the City Council did hold a public hearing on said application on October 24, 1995; and

WHEREAS, proper notice of said public hearing was given in all respects as required by law; and

WHEREAS, the Staff Report was submitted recommending City Council approval of the application; and

NOW, THEREFORE, BE IT RESOLVED THAT THE Dublin City Council hereby adopts PA 95-035 Arlen Ness Enterprises General Plan Amendment for property located at 6050 Dublin Boulevard; changing the land use designation from the Business Park/Industrial: Outdoor Storage land use designation of the General Plan to the Retail/Office and Automotive land use designation of the General Plan.

AYES: Councilmembers Barnes, Burton, Howard, Moffatt and Mayor Houston

ABSENT: *None*

MAYOR

R. A. Eck
City Clerk

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RESOLUTION NO. 49 - 96

A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF DUBLIN

* * * * *

APPROVING THE MITIGATED NEGATIVE DECLARATION,
ADOPTING THE MITIGATION MONITORING PROGRAM AND
GENERAL PLAN AMENDMENT FOR PA 95-029, THE TRUMARK HOMES PROJECT

WHEREAS, Trumark Homes has applied for a General Plan Amendment changing the site's Land Use Designation from Transportation Corridor to Medium Density Residential (**Exhibit A**); and

WHEREAS, the California Environmental Quality Act (CEQA), State CEQA Guidelines and the City of Dublin Environmental Guidelines require that certain projects be reviewed for environmental impacts and that environmental documents be prepared; and

WHEREAS, an Expanded Initial Study and Mitigated Negative Declaration were prepared for the Trumark Homes Project and is available and on file in the Planning Department; and

WHEREAS, Public Resources Code Section 21080.6 requires the City to adopt a reporting or monitoring program for changes in a project or conditions imposed to mitigate or avoid significant environmental effects in order to ensure compliance during project implementation; and

WHEREAS, a Mitigation Monitoring Program has been prepared for the Trumark Homes Project in accordance with Public Resources Code Section 21080.6 and is available and on file in the Planning Department; and

WHEREAS, the Planning Commission of the City of Dublin held a public hearing on April 16, 1996, on the documents entitled Expanded Initial Study, Mitigated Negative Declaration, Mitigation Monitoring Program and the General Plan Amendment for the proposed Trumark Homes Project; and

WHEREAS, the Planning Commission received and reviewed the City Planning Department's Staff Report on the General Plan Amendment, including said Expanded Initial Study, Mitigated Negative Declaration and Mitigation Monitoring Program on the environmental effects of the project; and

WHEREAS, the Planning Commission considered the documentary and oral evidence submitted at the public hearing and using its independent judgment recommended approval of the project to the City Council; and

WHEREAS, the City Council of the City of Dublin held a public hearing on May 14, 1996, on the documents entitled Expanded Initial Study, Mitigated Negative Declaration, Mitigation Monitoring Program and the General Plan Amendment for the proposed Trumark Homes Project; and

WHEREAS, the City Council received and reviewed the City Planning Department's Staff Report on the General Plan Amendment, including said Expanded Initial Study, Mitigated Negative Declaration and Mitigation Monitoring Program on the environmental effects of the project and the Planning Commission's recommendation on the project; and

contained in the Draft EIR, providing good faith reasoned analysis supported by factual information. The comments and responses to comments were published with the Final EIR; and

WHEREAS, on May 23, 1996, the Final EIR, Volumes I and II, was distributed to or otherwise made available to the Planning Commission, City Council, Responsible Agencies commenting on the Draft EIR, and other interested parties; and

WHEREAS, A joint study session of the City Council and Planning Commission was held on April 8, 1996, which addressed major issues affecting the physical development of the site, including: provision of public services, such as fire service and schools; access to other Western Dublin properties from the Schaefer Ranch project; and park land requirements, and ownership and maintenance of open space lands; and

WHEREAS, with the consensus direction by the decision makers to proceed with the processing of the Schaefer Ranch project, the City completed preparation of a Draft General Plan Amendment for approximately 500 acres; and

WHEREAS, the Draft General Plan Amendment, dated March, 1996, designates the proposed general distribution and general location and extent of the uses of the Schaefer Ranch project component of the Western Dublin Extended Planning Area for residential, commercial, public, open space and parks, and other categories of public and private uses of land; and

WHEREAS, the Draft General Plan Amendment includes a statement of standards of population density and standards of building intensity for the Schaefer Ranch project; and

WHEREAS, pursuant to the provisions of State Planning and Zoning Law, it is the function and duty of the Planning Commission of the City of Dublin to review and recommend action on proposed amendments to the City's General Plan; and

WHEREAS, a Staff Report dated June 4, 1996, was prepared for the Planning Commission regarding the Schaefer Ranch project Final EIR and proposed General Plan Amendment, which report described the Final EIR, the comments and responses received, and identified issues related to the certification of the EIR; and

WHEREAS, the Planning Commission held a duly noticed public hearing on the Schaefer Ranch project Final EIR and Draft General Plan Amendment on June 4, 1996, in accordance with the provisions of the California Environmental Quality Act through the preparation and review of an Environmental Impact Report. After considering all written and oral testimony submitted at the public hearings, the Planning Commission recommended to the City Council that it certify the Final Environmental Impact Report for the Schaefer Ranch Project/General Plan Amendment, as complete, adequate, and in compliance with CEQA and the City of Dublin's Environmental Guidelines, and recommended City Council adoption of the Draft General Plan Amendment; and

WHEREAS, on July 9, 1996 the City Council held duly noticed a public hearing to hear testimony regarding the Planning Commission's recommendation as set forth in Planning Commission Resolution No. 96-18; and

WHEREAS, on July 9, 1996 the City Council adopted Resolution No.76-96, certifying the Final Environmental Impact Report ("Final EIR") as adequate and complete. The Final EIR identified

concluded in the Board of Directors, and the Board of Directors is authorized to execute and deliver the same.

WHEREAS, on May 15, 1964, the Board of Directors of the City of Los Angeles, California, adopted a resolution authorizing the City Manager to execute and deliver the same.

WHEREAS, a letter from the City Manager to the City Council, dated May 15, 1964, which advised the City Council of the City Manager's action in executing and delivering the same.

WHEREAS, the City Council, on May 15, 1964, adopted a resolution authorizing the City Manager to execute and deliver the same.

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significant adverse environmental impacts which can be mitigated to a level of insignificance through changes or alterations in the project. Therefore, pursuant to CEQA, findings adopting the changes or alterations are required and are contained in this resolution. Some of the significant impacts cannot be mitigated to a level of insignificance and a statement of overriding considerations is therefore required pursuant to CEQA and is also contained in this resolution; and

WHEREAS, the environmental impacts associated with the proposed Schaefer Ranch General Plan Amendment are addressed within the Final EIR, and no new effects could occur and no new mitigation measures would be required for the General Plan Amendment that were not addressed in the Final Environmental Impact Report for the Schaefer Ranch project, and the General Plan Amendment is within the scope of the Final Environmental Impact Report; and

WHEREAS, the City Council used their independent judgment, heard and considered all said reports, recommendations and testimony hereinabove set forth, and determines that the proposed Schaefer Ranch General Plan Amendment is in the public interest and intends to adopt such amendment; and

WHEREAS, Public Resources Code section 21081 requires the City to make certain findings if the City approves a project for which an environmental impact report has been prepared that identifies significant environmental effects; and

WHEREAS, Section 15093 of the State CEQA Guidelines requires adoption by the City Council of a statement of overriding considerations if the Council approves a project which will result in unavoidable significant effects on the environment; and

WHEREAS, The Final EIR for the Schaefer Ranch General Plan Amendment identifies certain significant adverse environmental effects; and

WHEREAS, Certain of the significant adverse environmental effects can be reduced to a level of insignificance by changes or alterations in the project; and

WHEREAS, Certain of the significant adverse environmental effects cannot be mitigated to a level of insignificance; and

WHEREAS, Public Resources Code section 21081.6 requires the City to adopt a reporting or monitoring program for changes in a project or conditions imposed to mitigate or avoid significant environmental effects in order to ensure to ensure compliance during project implementation; and

WHEREAS, Government Code section 65300 authorizes a city council to adopt general plan for land outside its boundaries which in the Planning Commission's judgment bears relation to its planning; and

WHEREAS, The Planning Commission has considered whether land outside the City's boundaries bears relation to the City's planning, and has recommended adoption of the General Plan Amendment for the project site.

NOW, THEREFORE, BE IT RESOLVED THAT

A. The Dublin City Council finds the Schaefer Ranch Project, as described in the Final EIR, to be consistent with the Dublin General Plan, as revised by the Schaefer Ranch General Plan Amendment.

C. The Dublin City Council does hereby approve the Schaefer Ranch General Plan Amendment, attached as Exhibit 2-A to this resolution.

D. The Dublin City Council does hereby direct the Staff to edit, format, and print the up-to-date Dublin General Plan with all City Council approved revisions and without any other substantive changes.

BE IT FURTHER RESOLVED THAT the Dublin City Council does hereby make the findings, and rationale for each of the findings, set forth in Exhibit 2-B, attached hereto and incorporated herein by this reference, for the Schaefer Ranch General Plan Amendment.

The Council further finds that the mitigation measures for each identified impact in Exhibit 2-B make changes to, or alterations to, the Schaefer Ranch General Plan Amendment, that, once implemented as described in the Mitigation Monitoring Program (Exhibit 2-C hereto), will avoid or substantially lessen the significant effects of the Schaefer Ranch General Plan Amendment on the environment.

BE IT FURTHER RESOLVED THAT the Dublin City Council does hereby adopt the Statement of Overriding Considerations set forth in Section 6 of Exhibit 2-B, attached hereto, which statement shall be included in the record of the project approval.

BE IT FURTHER RESOLVED THAT the Dublin City Council does hereby adopt the "Mitigation Monitoring Program: Schaefer Ranch General Plan Amendment" attached hereto and incorporated herein as Exhibit 2-C, as the reporting and monitoring program required by Public Resources Code section 21081.6 for the Schaefer Ranch General Plan Amendment.

BE IT FURTHER RESOLVED THAT the Dublin City Council does hereby direct that the Applicants for land use approvals in the Schaefer Ranch General Plan Amendment area shall pay their pro rata share of all costs associated with the implementation of the Mitigation Monitoring Program..

BE IT FURTHER RESOLVED THAT the Dublin City Council does hereby direct the City Clerk to file a Notice of Determination for the Schaefer Ranch General Plan Amendment with the Alameda County Clerk and the State Office of Planning and Research.

BE IT FURTHER RESOLVED THAT the Dublin City Council does hereby direct the City Clerk to make available to the public, within one working day of the date of adoption of this resolution, copies of this resolution (including all Exhibits) and the Schaefer Ranch General Plan Amendment, dated March 1996, as modified by this resolution.

BE IT FURTHER RESOLVED THAT this Resolution shall become effective thirty (30) days from the date of passage.

PASSED, APPROVED, AND ADOPTED this 9th day of July 1996, by the following vote:

AYES: *Councilmembers Barnes, Burton, Moffatt and Mayor Houston*

NOES: *None*

ABSENT: *Councilmember Howard*

ABSTAIN: *None*

ATTEST: *Kay Keck*
City Clerk

Lynd Houston
Mayor

2. The Dallas City Council does hereby approve the Ordinance to Amend the City Charter as attached as Exhibit A to this resolution.

3. The Dallas City Council does hereby approve the Ordinance to Amend the City Charter as attached as Exhibit B to this resolution, and direct the Mayor to cause the same to be published in the Dallas City Official Gazette.

4. IT IS FURTHER RESOLVED THAT the Dallas City Council does hereby make the following and determine the date of the Ordinance to Amend the City Charter as attached as Exhibit C to this resolution.

The Council does hereby make the following and determine the date of the Ordinance to Amend the City Charter as attached as Exhibit D to this resolution.

5. IT IS FURTHER RESOLVED THAT the Dallas City Council does hereby make the following and determine the date of the Ordinance to Amend the City Charter as attached as Exhibit E to this resolution.

6. IT IS FURTHER RESOLVED THAT the Dallas City Council does hereby make the following and determine the date of the Ordinance to Amend the City Charter as attached as Exhibit F to this resolution.

7. IT IS FURTHER RESOLVED THAT the Dallas City Council does hereby make the following and determine the date of the Ordinance to Amend the City Charter as attached as Exhibit G to this resolution.

8. IT IS FURTHER RESOLVED THAT the Dallas City Council does hereby make the following and determine the date of the Ordinance to Amend the City Charter as attached as Exhibit H to this resolution.

9. IT IS FURTHER RESOLVED THAT the Dallas City Council does hereby make the following and determine the date of the Ordinance to Amend the City Charter as attached as Exhibit I to this resolution.

10. IT IS FURTHER RESOLVED THAT the Dallas City Council does hereby make the following and determine the date of the Ordinance to Amend the City Charter as attached as Exhibit J to this resolution.

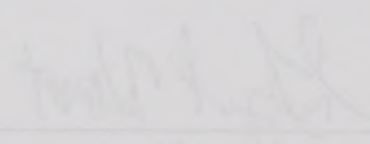
11. APPROVED AND ADJUTED on this 15th day of July 1995 by the following vote:

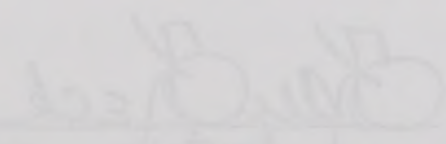
AYES: Councilmembers David Turner, David Turner, and David Turner

NOES: None

ABSENT: Councilmember Howard

ASTAND: None


Mayor


City Clerk

RESOLUTION NO. 86 - 96

A RESOLUTION OF THE DUBLIN CITY COUNCIL

PA 96-024 ALAMEDA COUNTY HAZARDOUS WASTE MANAGEMENT PLAN
GENERAL PLAN AMENDMENT

WHEREAS, The County of Alameda has adopted a County Hazardous Waste Management Plan; and

WHEREAS, The management of hazardous wastes generated by our highly technological society has become one of the leading concerns of the City of Dublin; and

WHEREAS, AB 2948 (Tanner, 1986) was signed into law to require each county to adopt a County Hazardous Waste Management Plan and for each city to incorporate the county plan into their general plans within a specified time period; and

WHEREAS, The Alameda County Hazardous Waste Management Plan addresses the requirements of AB 2948 by conducting a planning process to develop a hazardous waste management program meeting Alameda County's projected needs and complying with state law, a plan which establishes goals and policies pertaining to the hierarchy of hazardous waste management strategies and a set of criteria for the siting of expanded or new offsite hazardous waste facilities; and

WHEREAS, Cities have until June 30, 1996, to incorporate the County plan into their general plans; and

WHEREAS, The Planning Commission did hold a public hearing on said application on June 18, 1996, at which it recommended that the City Council adopt PA 96-024 Alameda County Hazardous Waste Management Plan General Plan Amendment; and

WHEREAS, Proper notice of said public hearing was given in all respects as required by law; and

WHEREAS, The project has been found to be categorically exempt under Section 15308 of the State CEQA Guidelines which consist of actions taken by regulatory agencies, as authorized by state or local ordinance, to assure the maintenance, restoration, enhancement, or protection of the environment where the regulatory process involves procedures for protection of the environment; and

WHEREAS, The amendment of the General Plan and of the Zoning Ordinance to establish procedures, siting criteria and land use designations and zones in which Small-Scale Transfer and Storage Facilities and of Industrial Transfer/Storage Facilities may be located is an action by the City of Dublin to maintain, restore, enhance and protect the environment; and

WHEREAS, All subsequent decisions regarding location of these facilities are subject the requirements of CEQA; and

WHEREAS, The proposed general plan amendment is substantially consistent with the adopted Alameda County Hazardous Waste Management Plan; and

WHEREAS, It is in the public interest to prohibit the location of facilities for the land disposal of hazardous wastes or treatment residues because it promotes the objectives of the Alameda County Hazardous Waste Management Plan which intends these facilities for remote areas; and

WHEREAS, That the inclusion of household hazardous waste facilities in the Small-Scale Transfer and Storage Facility category will facilitate the establishment of such a necessary facility

WHEREAS, The measurement of distance criteria from facilities to residential designated areas will provide a greater buffer for residential areas from potential impacts; and

WHEREAS, The requirement that facilities be directly served by streets meeting the City's industrial road standards and that they be accessible via Major and Arterial streets will assure that adequate and safe access for facilities will be provided; and

WHEREAS, The requirement for an adequate level of public services for facilities and for a minimum three minute response time from the nearest fire station are necessary to ensure public safety; and

WHEREAS, The restriction of facilities to the Business Park/Industrial: Outdoor Storage, Business Park/Industrial: Low Coverage, and Industrial Park designations of the General Plan, while more restrictive than the County Hazardous Waste Management Plan, is appropriate because sufficient potential locations for facilities exist within those designations within the City, and because these areas are easily accessible from anywhere in the City; and

WHEREAS, The Staff Report was submitted including language incorporating the Alameda County Hazardous Waste Management Plan as, "Section 4.6 Alameda County Hazardous Waste Management Plan", and recommending that the Planning Commission recommend City Council approval of the general plan amendment; and

WHEREAS, The City Council did hold a public hearing on said application on July 23, 1996, and

WHEREAS, Proper notice of said public hearing was given in all respects as required by law; and

WHEREAS, the City Council did hear and consider all said reports, recommendations, and testimony hereinabove set forth.

NOW, THEREFORE, BE IT RESOLVED THAT THE Dublin City Council does hereby adopt PA 96-024 Alameda County Hazardous Waste Management Plan General Plan Amendment as follows:

4.6 ALAMEDA COUNTY HAZARDOUS WASTE MANAGEMENT PLAN

The management of hazardous wastes generated by our highly technological society has become one of the leading concerns of the City of Dublin. AB 2948 (Tanner, 1986) was signed into law to require each county to adopt a County Hazardous Waste Management Plan and for each city to incorporate the county plan into their general plans within a specified time period. The Alameda County Hazardous Waste Management Plan addresses the requirements of AB 2948 by conducting a planning process to develop a hazardous waste management program meeting Alameda County's projected needs and complying with state law, a plan which establishes goals and policies pertaining to the hierarchy of hazardous waste management strategies and a set of criteria for the siting of expanded or new offsite hazardous waste facilities.

Guiding Policies

- A. The City of Dublin shall encourage the reduction or elimination of hazardous wastes at the source site as the highest priority in the management of hazardous wastes.
- B. The City of Dublin shall make provisions for the location of offsite hazardous waste facilities in its community which meet the fair share needs of the City of Dublin and of Alameda County.

Implementing Policies

- C. The goals, policies, facility siting criteria and other provisions of the Alameda County Hazardous Waste Management Plan are incorporated herein by reference subject to the following provisions to the locational criteria of the plan:
 - 1. Facilities for the land disposal of hazardous wastes or treatment residues are prohibited in the City of Dublin.
 - 2. Small-Scale Transfer and Storage facilities shall include household hazardous waste collection facilities.
 - 3. To assure that future and existing residential populations are adequately considered, the criteria for distances from facilities permitted by the plan shall be from the facilities to residential designated property.
 - 4. To assure that facilities are appropriately located with regard to major transportation routes, all sites for offsite hazardous waste facilities shall be directly served by streets meeting the City's industrial road standards and shall be accessible via Major and Arterial streets as designated by the General Plan.

5. To provide an adequate level of public services and to assure an adequate margin of public safety, all facilities shall be adequately served by necessary public services as specified by the plan and shall be within a three (3) minute response time from the nearest fire station.

6. To assure proper land use compatibility and adequate proximity to the waste generation stream, all offsite hazardous waste facilities shall be located in areas designated Business Park/Industrial: Outdoor Storage, Business Park/Industrial: Low Coverage, and Industrial Park on the General Plan.

D. A violation of Zoning Ordinance Section 8-104.0, HAZARDOUS WASTE FACILITIES LOCATION PROCEDURE, pertaining to the Alameda County Hazardous Waste Management Plan is deemed to be a violation of the Dublin General Plan. The General Plan determines that the implementation of the Alameda County Hazardous Waste Management Plan through the guiding and implementing policies of the General Plan and by means of Section 8-104.0 of the Zoning Ordinance is necessary to protect the public health, safety, and welfare.

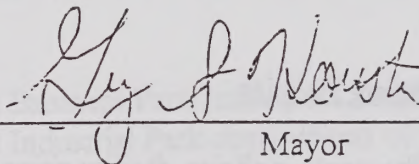
PASSED, APPROVED AND ADOPTED this 23rd day of July, 1996.

AYES: *Councilmembers Barnes, Burton, Howard, Moffatt and Mayor Houston*

NOES: *None*

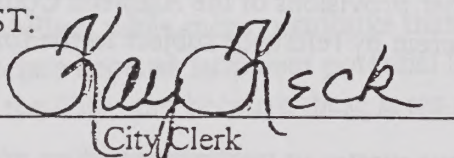
ABSENT: *None*

ABSTAIN: *None*



Mayor

ATTEST:



City Clerk

1200

RESOLUTION NO. 124 - 96

A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF DUBLIN

APPROVING THE EASTERN DUBLIN SPECIFIC PLAN AMENDMENT AND
GENERAL PLAN AMENDMENT FOR PA 96-020

WHEREAS, the Alameda County Surplus Property Authority has requested approval of a Plan Amendment for the Eastern Dublin Specific Plan and City of Dublin General Plan for revisions to portions of the Eastern Dublin Specific Plan Land Use and Circulation System maps and City of Dublin General Plan Land Use Map; and

WHEREAS, a complete application for the Plan Amendment is available and on file in the Planning Department; and

WHEREAS, the City has prepared an Initial Study and Mitigated Negative Declaration ("MND") for the project; and

WHEREAS, the City of Dublin has evaluated the requested amendments and is recommending additional amendments to ensure overall Plan consistency and compatibility with surrounding uses;

WHEREAS, the Planning Commission did hold a duly noticed public hearing on said application on September 24, 1996; and -

WHEREAS, the Planning Commission recommended approval of the Project to the City Council; and,

WHEREAS, the City Council did hold a duly noticed public hearing on said application on October 15, 1996; and

WHEREAS, the Staff Report was submitted recommending that the City Council approve the amendments to the City of Dublin General Plan and Eastern Dublin Specific Plan; and

WHEREAS, the City Council did hear and use their independent judgment and considered all said reports, recommendations and testimony hereinabove set forth.

NOW, THEREFORE, BE IT RESOLVED THAT THE Dublin City Council hereby finds that the proposed changes to the Eastern Dublin Specific Plan (EDSP) are consistent with the City of Dublin General Plan as proposed to be amended herein. The changes to the EDSP

will provide a new land use designation to assist development in Eastern Dublin. Changes to the circulation system in the EDSP and General Plan will provide a better configuration and improve traffic flow through the area. These changes will help implement policies of the General Plan regarding development in Eastern Dublin

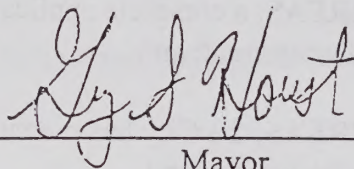
NOW, THEREFORE, BE IT FURTHER RESOLVE THAT THE Dublin City Council hereby approves the Amendments to the Eastern Dublin Specific Plan and City of Dublin General Plan, attached as Exhibit 3 to the Staff Report for PA96-020 dated October 15, 1996.

PASSED, APPROVED AND ADOPTED this 15th day of October, 1996.

AYES: Councilmembers Barnes, Burton, Howard, Moffatt, & Mayor Houston

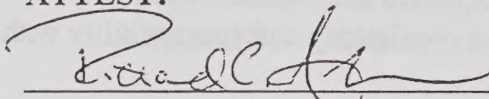
NOES: None

ABSENT: None



Mayor

ATTEST:



Deputy City Clerk

CITY OF DUBLIN GENERAL PLAN AND
EASTERN DUBLIN SPECIFIC PLAN
TEXT AND MAP AMENDMENTS

The following are proposed amendments to the Eastern Dublin Specific Plan as part of PA96-020:

1. A revision to the Eastern Dublin Specific Plan Land Use Map (Figure 4.1 of the EDSP dated January 7, 1994) to rearrange land uses and to add 'Industrial Park/Campus Office' as a new 'combined' land use category. The revised portion of the map is attached.
2. A revision to the EDSP Road System (Figure 5.1 of the Specific Plan dated January 7, 1994) to realign the planned alignment of Hacienda Drive north of the proposed Central Parkway (also referred to as the Transit Spine in the EDSP). The revised portion of the map is attached.
3. A Text Amendment to Chapter 4 of the Eastern Dublin Specific Plan relating to nuisance and land use compatibility as a result of rearranging of land uses on Figure 4.1

Policy 4-7:

Before the construction of any of the residential units in Subarea C, by any developer, within 400 feet of Gleason Drive, the Alameda County Sheriff's firearms ranges shall be relocated or reconstructed by that developer for appropriate sound and public safety mitigation to the satisfaction of the Sheriff. Reimbursement for costs associated with said relocation or reconstruction will be considered by the City when adjacent affected properties are developed.

Any developer seeking building permits on any residential dwelling unit north of Central Parkway in Subarea C, shall fence the Sheriff's firearms ranges to the satisfaction of the Sheriff for public safety purposes prior to the issuance of building permits.

The addition of this Policy would necessitate renumbering all subsequent policies within the Land Use Section of the 1994 Eastern Dublin Specific Plan.

4. Text Amendments to Chapter 4 of the Eastern Dublin Specific Plan to bring into consistency various tables and text directly related to the change in Figure 4.1 of the Plan:

(note: addition indicated in bold type)

4.9.7 - HACIENDA GATEWAY

LAND USE CONCEPT

Last sentence, first paragraph:

"General and Neighborhood Commercial uses are designated along the east and west side of Hacienda Drive, to take advantage of the high visibility and convenient vehicular access from I-580, Hacienda Drive, and Dublin Boulevard."

(Please see Tables attached on separate pages)

5. A Text Amendment to Chapter 11 of the Eastern Dublin Specific Plan relating to Hazards.

11.4.7 Phase I Environmental Site Assessments

Some former uses of the land within the Eastern Dublin Specific Plan area involved the use of materials and methods of processing in the form of construction, in the manufacturing of goods, in the pursuit of agriculture, and in the provision of medical services, which today are considered to be hazardous. Information available to the City indicates that some remnants of these materials may remain on lands within the area. To ensure that development of the Eastern Dublin area does not occur until such time as such materials are either removed or encapsulated on-site, the following condition shall apply.

Policy 11-1:

Prior to issuance of building permits for site-specific developments, site-specific Phase I (and if necessary Phase II) environmental site assessments shall be made available to the Community Development Director, with appropriate documentation that all recommended remediation actions have been completed.

6. Text Amendments to Chapter 5, Traffic and Circulation, to ensure consistency with the applicant's proposed amendments, and to specifically address Arnold Drive, Dublin Boulevard, and Gleason Drive

1. The Commission has been established to study the various aspects of the problem and to report to the President and the Congress.

2. The Commission shall have the honor to report to the President and the Congress.

3. The Commission shall have the honor to report to the President and the Congress.

4. The Commission shall have the honor to report to the President and the Congress.

5. The Commission shall have the honor to report to the President and the Congress.

6. The Commission shall have the honor to report to the President and the Congress.

7. The Commission shall have the honor to report to the President and the Congress.

8. The Commission shall have the honor to report to the President and the Congress.

9. The Commission shall have the honor to report to the President and the Congress.

10. The Commission shall have the honor to report to the President and the Congress.

11. The Commission shall have the honor to report to the President and the Congress.

12. The Commission shall have the honor to report to the President and the Congress.

13. The Commission shall have the honor to report to the President and the Congress.

(Note: additions indicated in bold type, deletions, indicated by ~~strike through~~)

5.2.2 NORTH-SOUTH CIRCULATION

(at first paragraph, first sentence) The major north-south streets will be Arnold Drive, Hacienda Drive. . .

(beginning of second paragraph) Arnold Drive will facilitate access to Dublin Boulevard for residents and employees along the western boundary of the planning area. Arnold Drive is planned as a four lane road with extends from the northern City boundary to Dublin Boulevard.

(new last paragraph for Section 5.2.2) Arnold Drive will be a north south road that will connect the BART station to Gleason. Arnold Drive will be limited access which will serve local as well as through traffic.

5.2.3: (end of second paragraph). . the freeway. Dublin Boulevard is also a major transit route which connects residential and employment users along Dublin Boulevard to BART.

Gleason Road, located ~~a~~ Approximately a half mile north of and parallel to the Dublin Boulevard extension, will be widened to, ~~a smaller~~ a four lane arterial road ~~would be located along the Gleason Road~~ along its current alignment.

7. A revision to the General Plan to incorporate changes resulting from amendment of the proposed Amendment of the EDSP (replacing the EDSP Land Use Map with the revised EDSP Land Use Map in the City of Dublin General Plan).

1.1. WORKING WITH THE SUBJECT

In the paragraph the subject is the main part of the sentence. The subject is the part of the sentence which is the main part of the sentence. The subject is the part of the sentence which is the main part of the sentence.

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Table 4.1
EASTERN DUBLIN SPECIFIC PLAN
LAND USE SUMMARY

Land Use Designation	Land Area	Density	Yield
COMMERCIAL/INDUSTRIAL			
General Commercial	298.2 acres	.25-.35 FAR	3.365 MSF
Neighborhood Commercial	73.6 acres	.30-.35 FAR	1.031 MSF
Campus Office	220.2 acres	.35-.75 FAR	4.625 MSF
Industrial Park	72.4 acres	.25 FAR	.719 MSF
Subtotal			9.740 MSF
RESIDENTIAL			
High Density	68.2 acres	35 du/ac	2,387 du
Medium High Density	133.4 acres	20 du/ac	2,637 du
Medium Density	482.3 acres	10 du/ac	4,823 du
Single Family	612.6 acres	4 du/ac	2,492 du
Rural Residential/Agric.	410.8 acres	.01 du/ac	4 du
Subtotal			12,343 du
PUBLIC/SEMI-PUBLIC			
Public/Semi-Public	96.3 acres	.24 FAR	1.049 MSF
SCHOOLS			
Elementary School	69.6 acres		6.5 schools
Junior High School	35.9 acres		1.8 schools
High School	55.3 acres		1 schools
Subtotal			
PARKS AND OPEN SPACE			
City Park	56.3 acres		1 park
Community Park	126.7 acres		2 parks
Neighborhood Park	45.2 acres		7 parks
Neighborhood Square	13.3 acres		7 parks
Subtotal	241.5 acres		17 parks
Open Space	436.9 acres		
Subtotal	678.4 acres		17 parks
TOTAL LAND AREA	3,307.2 acres		

Page 41
EASTERN HILLS SPECIFIC PLAN
LAND USE SUMMARY

Land Use	Area (Acres)	Percentage
COMMERCIAL/INDUSTRIAL		
General Commercial	12.1	0.3%
Neighborhood Commercial	17.8	0.4%
Community Office	22.1	0.5%
Industrial	13.4	0.3%
RESIDENTIAL		
Single-Family	41.1	0.9%
Medium-Density	47.5	1.0%
High-Density	11.4	0.2%
Mobile Home	31.5	0.7%
RECREATION		
Park	30.1	0.7%
OPEN SPACE		
Open Space	30.1	0.7%
AGRICULTURE		
General Agriculture	12.1	0.3%
Neighborhood Agriculture	17.8	0.4%
Community Agriculture	22.1	0.5%
Industrial Agriculture	13.4	0.3%
OTHER		
Other	1.1	0.0%
TOTAL LAND AREA	5,512.1	

Table 4.2
EASTERN DUBLIN SPECIFIC PLAN
POPULATION AND EMPLOYMENT SUMMARY

	Development	Sq. Ft./Employees	Person/du	Population
Commercial				
General Commercial	3.365 MSF	510		6,598
Neighborhood Commercial	1.031 MSF	490		2,104
Campus Office	4.625 MSF	260		17,787
Industrial Park	0.719 MSF	590		1,218
Public/Semi-Public	1.049 MSF	590		1,778
TOTAL	10.788 MSF			29,484
Residential				
High Density	2,387		2.0	4,774
Medium High Density	2,637		2.0	5,274
Medium Density	4,823		2.0	9,646
Single Family	2,492		3.2	7,974
Rural Residential/Agric.	4		3.2	13
TOTAL	12,343			27,681

Table 4.3
CITY OF DUBLIN
PROJECTED JOBS/HOUSING BALANCE

Planning Area	Dwelling Units	Jobs	Employed Residents	Balance	Ratio
Existing City of Dublin	7,100	12,210	12,000	-210	1.02:1.0
Eastern Dublin Specific Plan Area	12,343	29,484	19,996	-9,488	1.45:1.0
TOTAL	19,443	41,694	31,996	-9,698	1.30:1.0

**TABLE 11
EASTERN DISTRICT HIGHWAY PLAN
TOTALS FOR THE EASTERN DISTRICT**

Item	Development	St. Lawrence	Development
Construction			
Construction - Highway	1,000,000	100	1,000,000
Construction - Other	1,000,000	100	1,000,000
Construction - Total	2,000,000	200	2,000,000
Operation			
Operation - Highway	1,000,000	100	1,000,000
Operation - Other	1,000,000	100	1,000,000
Operation - Total	2,000,000	200	2,000,000
TOTAL	4,000,000	400	4,000,000
Development			
Development - Highway	1,000,000	100	1,000,000
Development - Other	1,000,000	100	1,000,000
Development - Total	2,000,000	200	2,000,000
Operation			
Operation - Highway	1,000,000	100	1,000,000
Operation - Other	1,000,000	100	1,000,000
Operation - Total	2,000,000	200	2,000,000
TOTAL	4,000,000	400	4,000,000

**TABLE 12
CITY OF BOSTON
PROJECTED HIGHWAY PLAN**

Item	Development	St. Lawrence	Development
Construction			
Construction - Highway	1,000,000	100	1,000,000
Construction - Other	1,000,000	100	1,000,000
Construction - Total	2,000,000	200	2,000,000
Operation			
Operation - Highway	1,000,000	100	1,000,000
Operation - Other	1,000,000	100	1,000,000
Operation - Total	2,000,000	200	2,000,000
TOTAL	4,000,000	400	4,000,000

Table 4.6
TOWN CENTER - RESIDENTIAL
SUBAREA DEVELOPMENT POTENTIAL

Designation	Acres	Density	Development Potential
High Density	33.6	35 du/ac	908
Medium High Density	44.9	20 du/ac	852
Medium Density	189.0	10 du/ac	1,949
Single Family	89.2	4 du/ac	399
Subtotal	356.7		4,108
Open Space	49.8		
City Park	56.3		1 park
Community Park	80.6		1 park
Neighborhood Park	11.6		2 parks
Neighborhood Square	7.5		5 parks
Subtotal	205.8		
Elementary School	31.1		3 schools
Total	593.6		4,108 dwelling units 9 parks 3 elementary schools

Table 4.11
HACIENDA GATEWAY
SUBAREA DEVELOPMENT POTENTIAL

Designation	Acres	Density	Development Potential
General Commercial	85.8	.21 FAR	.800 MSF
Neighborhood Commercial	0.0	.30 FAR	
Campus Office	65.0	.37 FAR	1.048 MSF
Campus Office	53.0	.85 FAR	1.962 MSF
Subtotal	203.8		3.810 MSF
High Density Residential	34.6	35 du/ac	1,211 du
Medium High Density Residential	16.2	20 du/ac	324 du
Residential Subtotal	50.8		1,535 du
Total	254.6		3.810 MSF 1,535 du

TABLE 4
TOWN CENTER - RESIDENTIAL
RESIDENTIAL DEVELOPMENT POTENTIAL

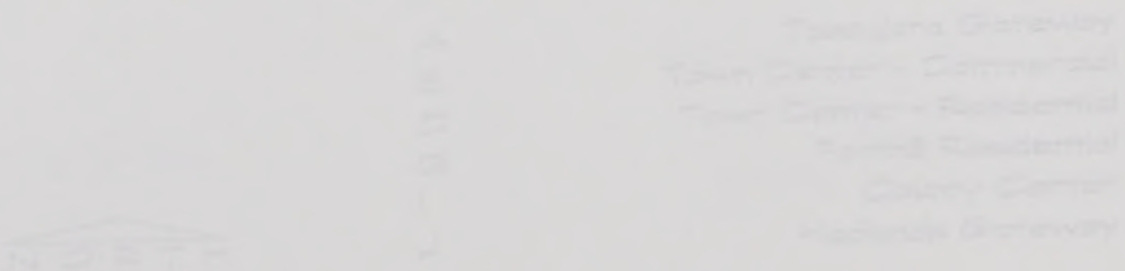
Program	Area	Density	Development Potential
Single Family	100	100	100
Medium Density	100	100	100
High Density	100	100	100
Office	100	100	100
Hotel	100	100	100
Industrial	100	100	100
Public	100	100	100
Commercial	100	100	100
Community	100	100	100
Health	100	100	100
Education	100	100	100
Government	100	100	100
Religious	100	100	100
Recreation	100	100	100
Utilities	100	100	100
Transportation	100	100	100
Other	100	100	100

TABLE 5
BACHMAN GATEWAY
COMMERCIAL DEVELOPMENT POTENTIAL

Program	Area	Density	Development Potential
Single Family	100	100	100
Medium Density	100	100	100
High Density	100	100	100
Office	100	100	100
Hotel	100	100	100
Industrial	100	100	100
Public	100	100	100
Commercial	100	100	100
Community	100	100	100
Health	100	100	100
Education	100	100	100
Government	100	100	100
Religious	100	100	100
Recreation	100	100	100
Utilities	100	100	100
Transportation	100	100	100
Other	100	100	100

Table 4.13
COUNTY CENTER
SUBAREA DEVELOPMENT POTENTIAL

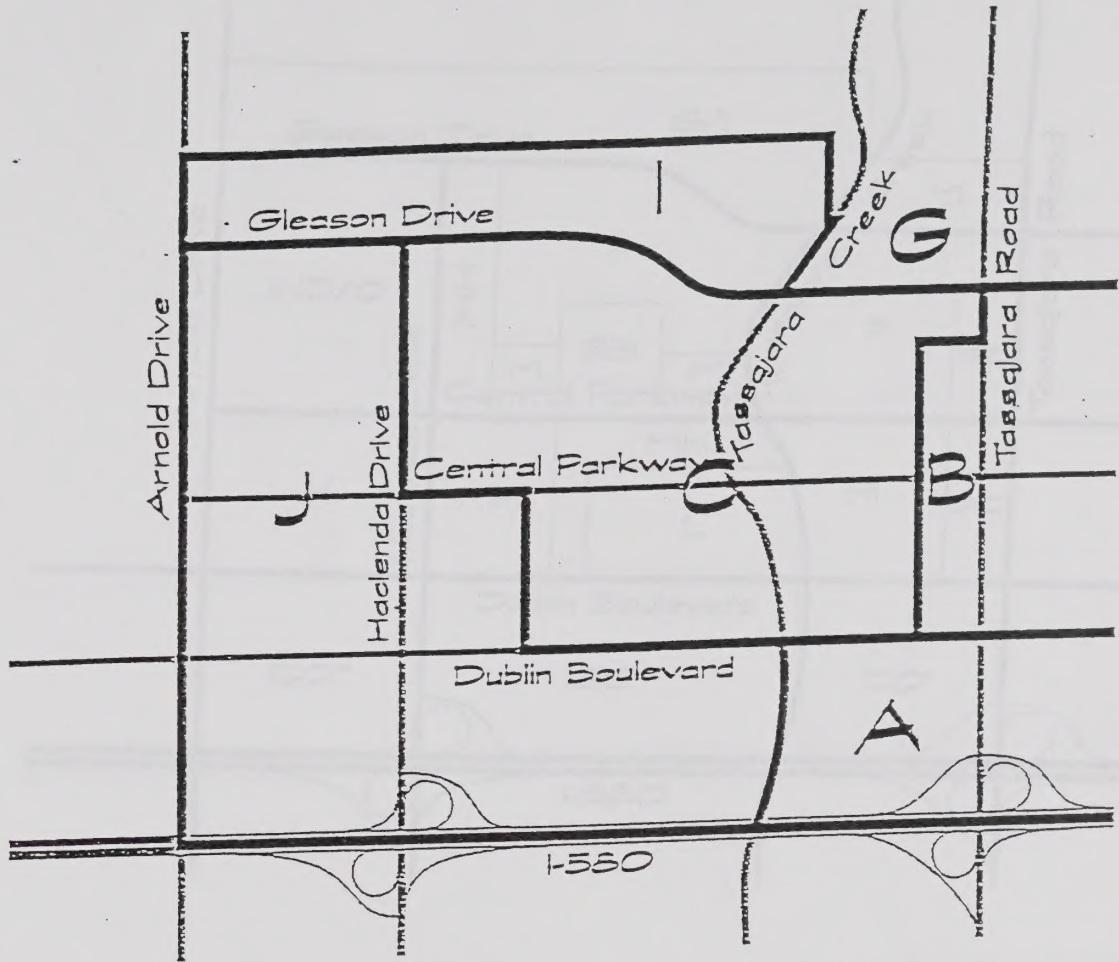
Designation	Acres	Density	Development Potential
Public/Semi Public	88.5	.25 FAR	.964 MSF
Total	88.5		.964 MSF



1984-85
 COUNTY OF
 SHERMAN DEVELOPMENT POTENTIAL

Development Potential	Area	Notes	Comments
High	100	100	100
Medium	100	100	100
Low	100	100	100

PROPOSED EASTERN DUBLIN SPECIFIC PLAN PLANNING SUBAREAS



NORTH

A
B
C
G
J

Tassajara Gateway
Town Center - Commercial
Town Center - Residential
Foothill Residential
County Center
Hacienda Gateway



Proposed Eastern Township Local Road Plan and Zoning Ordinance

Legend:

- Town Center - Commercial
- Town Center - Residential
- Rural Residential
- County Center
- Rural Gateway

1 - 0000

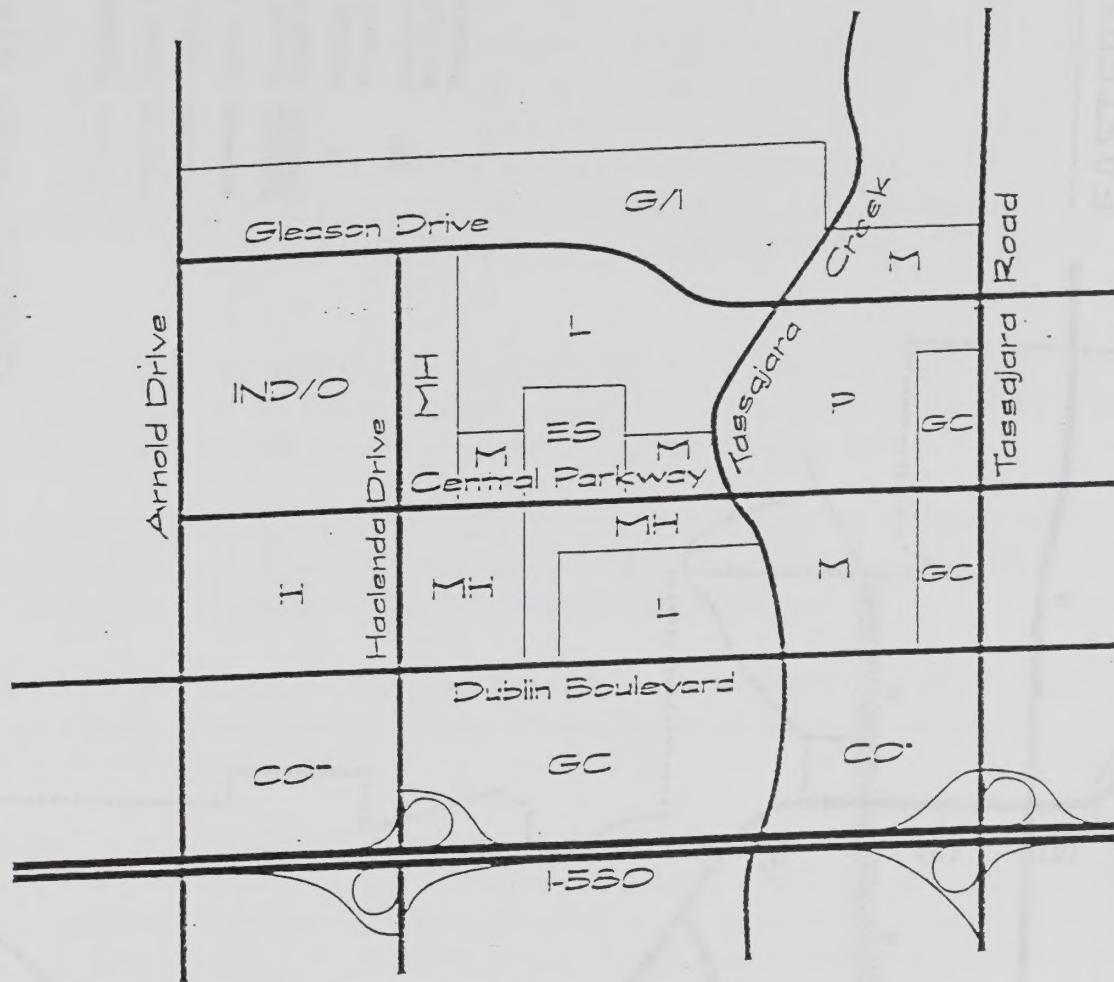


AND GENERAL PLAN LAND USE MAP



- | | |
|-------|---|
| GC | General Commercial |
| CO | Campus Office |
| IND/O | Industrial Park/Office |
| H | High Density Residential |
| MH | Medium High Density Residential |
| M | Medium Density Residential |
| L | Single Family Residential |
| G/A | Public/Semi Public |
| ES | Elementary School |
| P | City Park |
| . | NC may be permitted by a
Planned Development
Zoning Process
Includes 5 acres of NC |

NORTH



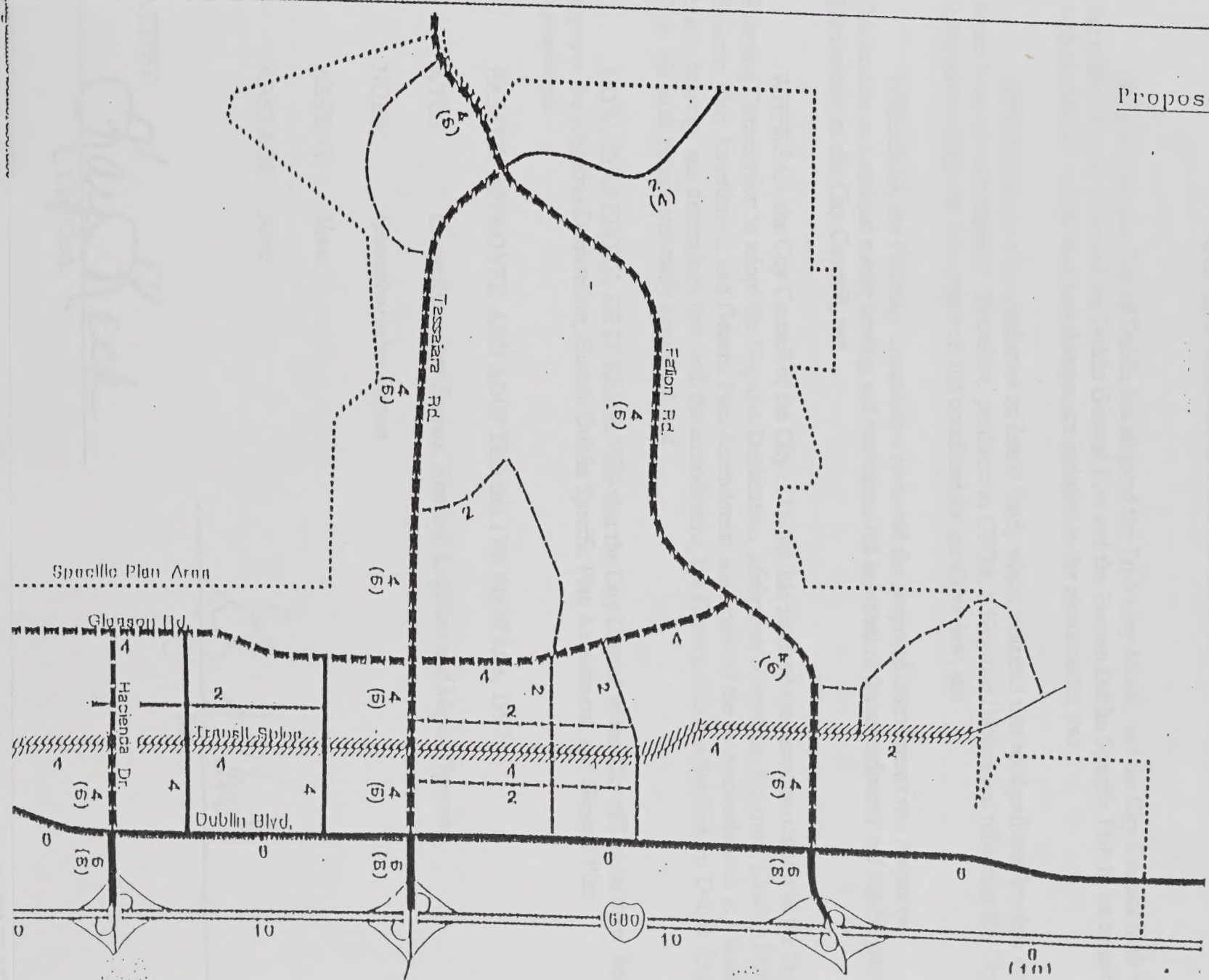
GC
CO
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ES
U

General Commercial
Campus Office
Industrial Park/Office
High Density Residential
Medium High Density Residential
Medium Density Residential
Single Family Residential
Public/Semi Public
Elementary School
City Park
NC may be permitted by a
Planned Development
Zoning Process
Includes 5 acres of NC

NORTH

Figure 5.1
Proposed Road System

- Collector
- Major Collector
- - - Arterial
- Major Arterial
- ▨ Transit Street Area
- 4 Number of Through Lanes
- (0) Number of Lanes for Right-of-Way Preservation



EASTERN DUBLIN
Specific Plan

RESOLUTION NO. 77 - 97

INSTITUTE OF GOVERNMENTAL
STUDIES LIBRARY

MAY 21 1999

UNIVERSITY OF CALIFORNIA

RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF DUBLIN

ADOPTING THE NEGATIVE DECLARATION,
THE EASTERN DUBLIN SPECIFIC PLAN AMENDMENT,
AND THE GENERAL PLAN AMENDMENT PA 96-052

WHEREAS, the City of Dublin has adopted the Tri-Valley Model, and the City Council finds it in the public interest to amend the Dublin General Plan and the Eastern Dublin Specific Plan to be consistent with the Model, and no land use changes are included in the amendments; and

WHEREAS, the City conducted an Initial Study which indicated that no significant impacts would result from the amendments. Therefore, pertinent to CEQA, a Negative Declaration reflecting the City's independent judgment was prepared and circulated for public review; and

WHEREAS, the Planning Commission reviewed the proposed amendments and Negative Declaration at a noticed public hearing and recommended approval of the amendments and the Negative Declaration to the City Council; and

WHEREAS, the City Council of the City of Dublin has received the recommendation of the Dublin Planning Commission to adopt the Negative Declaration, Mitigation Monitoring Program, Eastern Dublin Specific Plan Amendment, and General Plan Amendment, has reviewed the recommendations at a noticed public hearing, and determined that with the amendments, the General Plan and the Eastern Dublin Specific Plan will each remain internally consistent; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Dublin does hereby approve the Negative Declaration, Eastern Dublin Specific Plan Amendment, and General Plan Amendment.

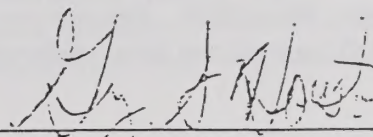
PASSED, APPROVED AND ADOPTED this 17th day of June, 1997.

AYES: *Councilmembers Barnes, Howard, Lockhart and Mayor Houston*

NOES: *Councilmember Burton*

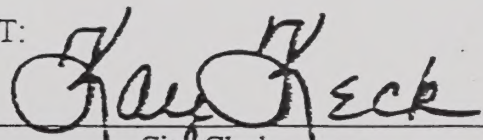
ABSENT: *None*

ABSTAIN: *None*



Mayor

ATTEST:



City Clerk

5. LAND USE AND CIRCULATION: CIRCULATION & SCENIC HIGHWAYS ELEMENT

Resolution
77-97
6/17/97

5.1 TRAFFICWAYS

Government Code sec. 65302(b) requires that circulation elements include diagrams, policies and programs for existing and proposed major thoroughfares, transportation routes, terminals and other public utilities and facilities. The statute further requires that these circulation and public services features be correlated with the land use element. That is, the General Plan must propose circulation and public services adequate to meet the needs of the population planned for in the land use element.

Dublin's proposed road system for the Primary Planning Area is shown on Figure 1-1, the General Plan map for Land Use and Circulation. Proposed ~~traffic transportation~~ and roadway policies are presented below in this element. Information supporting the policies is located in the Technical Supplement, sec. 2.4, Circulation and Scenic Highways Element. The policies and standards in this element also pertain to the extended planning areas. ~~In addition, the general plan amendment and specific plan studies being prepared for the Eastern and Western Extended Planning Areas should also be consulted for guidance on circulation. These documents are expected to be completed in 1992.~~

Proposed public utilities and facilities are addressed in sec. 3.0, the Parks and Open Space Element, and in sec. 4.0, the Schools, Public Lands, and Utilities Element. Information supporting these policies is located in the Technical Supplement, sec. 2.2, Open Space Element and sec. 2.3, Schools, Public Lands and Utilities Element.

The City of Dublin Circulation Plan was designed to comply with applicable regional transportation policies. The Tri-Valley Transportation Council's Tri-Valley Transportation Plan/Action Plan for Routes of Regional Significance prescribes the long-range transportation vision for the Tri-Valley area, and identifies specific transportation performance criteria for the member agencies (Alameda County, Contra Costa County, Danville, Dublin, Livermore, Pleasanton and San Ramon). The City of Dublin should use the Action Plan as a guideline in the development of its transportation system. This Circulation Element also identifies policies and criteria for streets not included in the Action Plan.

5.1 ROADWAYS

The street network described in this Circulation Element roadway system was designed to accommodate peak period traffic demand and minimize excessive delays and congested conditions during peak hours. The street design standards specify the widths and other design features necessary to ensure there is sufficient roadway capacity to accommodate future travel on Dublin streets.

The most prominent features of Dublin's transportation network are Interstate 580 (which forms the southern boundary of the City) and Interstate 680 (which bisects Central Dublin). The interchange between these two freeways is currently being upgraded to improve the vehicle carrying capacity. Additionally, new freeway hook ramps are to be constructed on I-680 to improve access to the downtown area and the west Dublin BART station.

EXHIBIT

A.

Vehicular traffic volumes on most arterial streets in Dublin are expected to increase steadily over the life of this General Plan. Projected vehicular traffic growth is attributed primarily to extensive development activity expected in west and east Dublin and in the surrounding Tri-Valley area.

5.1.1 Roadway Standards

Guiding Policy

A. Design non-residential streets to (1) accommodate forecasted average daily traffic demand on segments between intersections, and (2) minimize congested conditions during peak hours of operation at intersections and serve a balance of vehicles, bicycles, pedestrians and transit.

B. Design residential collector streets, residential streets and cul-de-sacs to serve a balance of vehicular, bicycle and pedestrian traffic and to prevent misuse of residential areas by through vehicular traffic.

Implementing Policy

B.C. Design streets according to the standards set forth in paragraphs 1 through 7 below, as well as the listed Additional Design Criteria. If average daily traffic (ADT) is greater than the stated approximate maximum ADT, design the street to a higher functional classification, ~~per approval of the City Engineer.~~ Exceptions to these standards may be granted by the Public Works Director/City Engineer if a finding(s) ~~can~~ be is made that the exception is consistent with all applicable circulation policies and does not compromise public safety or access. In addition, the required cross-section could be reduced (as approved by the Public Works Director/City Engineer) where existing adjacent development makes the full cross-section unfeasible.

1. SIX-LANE PRIME ARTERIALS

	<u>Four-Lane</u>	<u>Six-Lane</u>	<u>Eight-Lane</u>
Design ADT	<u>30,000</u>	50,000	<u>70,000</u>
Minimum design speed	<u>55 mph</u>	55 mph	<u>55 mph</u>
Curb-to-curb	<u>80' (includes a 16' median)</u>	<u>102' 104' (includes a 16' median)</u>	<u>128' (includes a 16' median)</u>
Right-of-Way	<u>104 *</u>	<u>122' 128*</u>	<u>152 *</u>
Maximum grade	<u>7%</u>	7%	<u>7%</u>
Sidewalk **	<u>8' or 6'</u>	<u>8' or 6'</u>	<u>8' or 6'</u>
Minimum curve radius	<u>1,200' with 4% superelevation</u>	<u>1,200' with 4% superelevation</u>	<u>1,200' with 4% superelevation</u>
Public service and landscaping	<u>10' on each side</u>	10' on each	<u>10' on each side</u>

easement

of right-of-way

side of right-of-
way

of right-of-way

- *.....When sidewalk is 8', an additional 1 foot of ROW will be added to the side containing the 8' walk.
- **.....See sidewalk policy under "Additional Design Criteria" section of this plan.

An additional 10 feet of paved width and right-of-way shall be provided for bus turnouts as determined by the Public Works Director/City Engineer. If on-street parking is to be permitted on roadways that are part of the bicycle circulation system, an additional 10 feet of paved width and right-of-way shall be provided.

The prime arterial streets are designed to distribute localized trips. Intersections with median openings shall be spaced no closer than ~~660~~ 750 feet. In special circumstances, such as tee intersections, intersection spacing less than 750 feet may be allowed with the approval of the Public Works Director/City Engineer. Any other intersections without median openings may be approved by the Public Works Director/City Engineer. A raised median is required to separate the two directions of travel and to improve the visual appearance of the travel corridor.

Approaches to arterial intersections with Class I collectors as well as other arterials shall be widened as required by the Public Works Director/City Engineer in order to provide for additional lanes for left-turn and for right-turn movements.

Access to and from ~~six-lane~~ prime arterial streets from abutting commercial properties shall be controlled but not restricted. No direct vehicular or non-vehicular access from abutting residential homes is allowed. Parking on these streets shall be prohibited with the exception of emergency parking. Bike lanes shall be provided. Pedestrian crossings should be carefully selected to direct pedestrians to designated crossing points at signalized intersections.

A major portion of the roadway capacity of the arterials in East Dublin is required to serve future Contra Costa County residents. Although sufficient right-of-way should be preserved, construction of the full roadway width for these facilities should be completed only after the City has secured a fair-share financial agreement with the appropriate agency.

EXAMPLES: ~~San Ramon Road from I 580 to Amador Valley Boulevard, Dublin Boulevard from San Ramon Road to Dougherty Road~~ Future roads: ~~Dublin Boulevard east of Dougherty Road, Tassajara Road south of Dublin Boulevard.~~

2. FOUR LANE MAJOR STREETS

Design ADT	30,000
Minimum design speed	50 mph
Curb to curb	78' (includes a 14' median)
Right of Way	98'
Maximum grade	7%
Minimum curve radius	1,400' with no superelevation
Public utility and landscaped	
Buffer area easement	10' on each side of right of way

~~Major arterials are primarily designed to distribute localized trips. Typically, intersections with median openings shall be spaced no closer than 660 feet. Any other intersections without median openings may be approved by the Public Works Director/City Engineer. A raised median is required to separate the two directions of travel and to improve the visual appearance of the arterial corridor.~~

~~Approaches to intersections shall be widened as required by the City Engineer in order to provide for additional lanes for left turn and right turn movements.~~

~~Access to and from four lane major streets from abutting commercial properties shall be controlled but not restricted. No direct access from single family residential homes is allowed. Parking on these facilities shall be prohibited with the exception of emergency parking. Bike lanes shall be provided. Pedestrian crossings should be carefully selected to direct pedestrians to designated crossing points at signalized intersections.~~

~~EXAMPLES: San Ramon Road from Amador Valley Boulevard to Alcosta Boulevard, Village Parkway, Amador Valley Boulevard west of Village Parkway.~~

3.2. CLASS I COLLECTOR STREETS

Design ADT	27,000
Minimum design speed	45 mph
Curb-to-curb	76'
Right-of-Way	92'
Maximum grade	8%
Minimum Curve Radius	1,100' with no superelevation
Public utility and landscaped	
<u>Public service and landscaping easement</u>	10' on each side of right-of-way
<u>Sidewalk</u>	8' (commercial areas)
	6' (industrial areas)

Class I collector streets serve primarily to circulate localized traffic and to distribute traffic to and from arterials and major streets. Class I collectors are designed to accommodate four lanes of traffic (plus a center turn lane); however, they carry lower traffic volumes at slower speeds than major streets arterials, and they have a continuous left-turn lane separating the two directions of traffic flow. For intersections of Class I collectors with arterials, additional right-turn lanes shall be provided on the Class I collector at a minimum; additional left-turn lanes shall be provided as determined by the Public Works Director/City Engineer. Typically, signalized intersections shall be spaced no closer than 660 750 feet unless otherwise approved by the Public Works Director/City Engineer and potential signalized intersections shall be spaced at intervals of 660 feet. No direct vehicular or non-vehicular access from residential homes is allowed. An additional 10 feet of paved width and right-of-way shall be provided for bus turnouts as determined by the Public Works Director/City Engineer. If on-street parking is to be permitted on roadways that are part of the bicycle circulation system, an additional 10 feet of paved width and right-of-way shall be provided.

Medians shall be striped in special cases if no abutting property access is allowed (minimum of one-quarter mile or one block); the width of the striped median can be reduced to 4 feet with approval of the Public Works Director/City Engineer.

Left-turns into driveways within 200 feet of ~~near~~ an intersection measured from the limit line or the point of curb return ~~(within 200')~~ will shall be prohibited by a raised median.

~~EXAMPLES:~~ None yet existing in Dublin.

4.3. CLASS II COLLECTOR STREETS

Design ADT	12,000
Minimum design speed	30 mph
Curb-to-curb	52'
Right-of-Way	68'
Maximum grade	8% commercial, 12% residential
Minimum curve radius	450' with no superelevation
Public utility and landscaped	
<u>Public service and landscaping easement</u>	10' on each side of right-of-way
Sidewalk	8' (commercial areas) 6' (industrial areas)

Class II collector streets with two-way center turn lanes serve primarily to circulate localized traffic and to distribute traffic to and from arterials and collector streets. They are designed to accommodate two lanes of traffic (plus a center turn lane); however, they carry lower traffic volumes at slower speeds than Class I collector streets. This type of facility provides access to properties and circulation to residential neighborhoods. Minimum distance between intersections shall be ~~250~~ 350 feet. Deviation from this minimum distance requirement may be approved by the Public Works Director/City Engineer only if it can be demonstrated that left turn demands do not create an adverse traffic condition.

Access to and from Class II collector streets from abutting properties shall be permitted at locations approved by the Public Works Director/City Engineer. No direct vehicular or non-vehicular access from residential homes is allowed. Parking on this facility shall typically be allowed. However, parking at critical locations may be denied as deemed appropriate by the Public Works Director/City Engineer for maintaining safe conditions. If a bike lane is provided and parking is retained, an additional 10 feet of paved width and right-of-way will be required to allow for a 10-foot widening of the roadway cross section. An additional 10 feet of paved width and right-of-way shall be provided for bus turnouts as determined by the Public Works Director/City Engineer. Class II collector streets can be designed with a 40-foot curb-to-curb width with a design ADT of 15,000 if the street has no direct access between intersections.

~~EXAMPLES:~~ Regional Street, Amador Plaza Road, Silvergate Drive

5.4. RESIDENTIAL COLLECTOR STREETS

Design ADT	4,000
Minimum design speed	30 mph
Curb-to-curb	40' (34' single loaded)
Right-of-Way	56' (47' single loaded)
Maximum grade	12%*
Minimum curve radius	450' with no superelevation
Public utility and landscaped	
<u>Public service and landscaping easement</u>	<u>5' 40'</u> on each side of right-of-way

Sidewalk

5'

*Maximum grade up to 15% may be allowed under special conditions and approval by Public Works Director/City Engineer. Grade segments in excess of 12% shall not exceed 300 feet in length. Average grade over any 1,000 foot segment shall not exceed 10%.

Residential collector streets also circulate localized traffic as well as distribute traffic to and from arterials and other collectors to access residential areas. Residential collector streets accommodate low volume levels and the use of this facility as a carrier of through traffic should be discouraged by its design.

Minimum distance between intersections shall be 250 feet. Deviation from this minimum distance requirement may be approved by the Public Works Director/City Engineer only if it can be demonstrated that left turn demands do not create adverse traffic conditions.

Parking on this facility shall typically be allowed. However, parking at critical locations may be denied as deemed appropriate by the Public Works Director/City Engineer for maintaining safe conditions. If a bike lane is provided on this facility and parking is retained, an additional 10 feet of right-of-way will be required to allow for a 10-foot widening of the roadway cross section.

EXAMPLES: York Drive; Vomic Road

5. INDUSTRIAL ROADS

Design ADT	4,000
Minimum design speed	30 mph
Curb-to-curb	52'
Right-of-Way	68'
Maximum grade	7%
Minimum curve radius	450' with no superelevation
Public utility and landscaped	
<u>Public service and landscaping easement</u>	10' on each side of right-of-way
<u>Sidewalk</u>	<u>8'</u> (commercial areas) <u>6'</u> (industrial areas)

These roads serve traffic within industrial development. Minimum distance between intersections shall be 300 feet unless otherwise approved by the Public Works Director/City Engineer. Turnaround curb radius shall be a minimum of 50 feet.

~~EXAMPLES: Sierra Court~~

6. RESIDENTIAL STREETS

Design ADT	1,500
Minimum vertical design speed	25 mph
Curb-to-curb	36' (32' single loaded)
Right-of-Way	52' (45' single loaded)
Maximum grade	12%*
Minimum curve radius	200' with no superelevation
Public utility and landscaped	
<u>Public service and landscaping easement</u>	<u>5' 40'</u> on each side of right-of-way
<u>Sidewalk</u>	<u>5'</u>

*Maximum grade up to 15% may be allowed under special conditions and approval by the Public Works Director/City Engineer. Grade segments in excess of 12% shall not exceed 300 feet in length. Average grade over any 1,000 foot segment shall not exceed 10%.

Residential streets circulate localized traffic as well as distribute traffic to and from arterials and collectors to access residential areas. Residential streets accommodate low volume levels and should not be used to carry through traffic.

Minimum distance between intersections shall be 150 feet. Deviation from this minimum distance requirement may be approved by the Public Works Director/City Engineer only if it can be demonstrated that left turn demands do not create an adverse traffic condition.

~~Examples:~~ Beverly Lane, Ironwood Drive

7. CUL-DE-SACS

Minimum design speed	25 mph
Curb-to-curb	34' (32' single loaded)
Right-of-Way	50' (45' single loaded)
Maximum grade	12%*
Minimum curb radius	200' with no superelevation
Public utilities and landscaped	
<u>Public service and landscaping easement</u>	<u>5' 40'</u> on each side of right-of-way
<u>Sidewalk</u>	<u>5'</u>

*Maximum grade up to 15% may be allowed under special conditions and approval by the Public Works Director/City Engineer. Grade segments in excess of 12% shall not exceed 300 feet in length. Average grade over any 600 foot segment shall not exceed 12%.

Cul-de-sacs are designed for residential land uses. The length of cul-de-sacs shall not exceed 600 feet. The turnaround curb radius shall be a minimum of 35 40 feet.

~~EXAMPLES:~~ Lancaster Court, Tina Place

ADDITIONAL DESIGN CRITERIA

1. No lane transition shall be allowed on horizontal curves except upon approval of the Public Works Director/City Engineer.
2. Horizontal curves shall be used for all horizontal changes of centerline direction. Vertical curves shall be used when the change in grade exceeds 1% in sags and 0.5% on crests.
3. Sight distance on road knuckles across the inside corner should not be obstructed by landscaping and/or physical structures. Parking shall not be allowed on the inside curb from point of curb return (PCR) to PCR.
34. The angle between centerlines of intersecting streets shall be as nearly a right angle as possible, but in no case less than 70 degrees or greater than 110 degrees. Streets shall intersect only in tangent section. The tangent length shall extend a minimum of 200 feet and maximum grade of 6% from the point of curb return (PCR) on each leg of the intersection except as approved by the Public Works Director/City Engineer. The tangent length of 200 feet is not required for residential streets intersecting another residential or collector street if an adequate intersection sight distance is provided.
45. Intersection sight distance shall meet Caltrans Highway Design Manual criteria.
55. A minimum of one on-street parking space (20 feet) shall be provided along the frontage of each residential lot. However, in cases where the minimum on-street parking space requirement cannot be met, credit shall be given for surplus on-street parking in front of along nearby lots upon approval of the Public Works Director/City Engineer. With approval of the Public Works Director/City Engineer, residential lots that provide three or more off-street parking spaces shall be exempt from this standard.
67. No gates or controlled access devices shall be allowed on any public or private street. Such gates or devices may be allowed on private streets upon approval of the Public Works Director/City Engineer, but in no case shall such devices cause traffic to back up onto a public street or right-of-way. Adequate area shall be provided for turnaround and visitor stopping. The gate operation shall ensure that emergency vehicles/services shall not be delayed.
78. Compound curves shall not be allowed.
89. All box-landscaped planters along a raised median shall be placed no closer than 3 feet from the face of the median curb.
10. ~~The sight distance to a driveway from approaching traffic on a road shall be consistent with the requirements of Caltrans' Highway Design Manual.~~
11. Drainage systems along arterial roadways must be designed to maintain one unobstructed travel lane in each direction during a 100-year storm event.
12. Drainage systems along all streets must be designed to keep all travel lanes unobstructed during a 15-year storm event.
13. Sidewalk widths shall conform to the following standards:

8' Commercial/heavy use areas

6' Industrial areas

5' Residential areas

The City Engineer/Public Works Director may allow exceptions to these standards (increases or decreases) based on pedestrian usage; in no case shall the sidewalk width be less than 5 feet.

14. Traffic controls will be considered to correct specific problems.

The I-680 freeway is to be widened to eight lanes within the next five years and the freeway to freeway interchange will be rebuilt as both freeways and the arterial street system experience heavy new demands from development in adjoining communities.

Guiding Policy [Freeway policy moved to Section 5.1.2]

C. Improve freeway access.

Implementing Policies

D. Provide an additional interchange on I-680 north of I-580 to provide better access to the downtown area.

Guiding Policy

Access to downtown from the north and south along Interstate 680 is needed at a point closer than Alcosta Boulevard. The entire central portion of the City needs an alternative to congested Dublin Boulevard intersections at San Ramon Road and Dougherty Road.

E. Work with the City of San Ramon to increase the capacity of the Alcosta Boulevard interchange. This may be achieved by relocating southbound I-680 ramps to intersect San Ramon Road north of Alcosta.

Guiding Policy

F.D. Reserve right-of-way and construct improvements necessary to allow arterial and collector streets to accommodate projected vehicular traffic with the least friction.

The Daily Projected Traffic Volumes maps (Figures 5-1a and 5-1b) show existing and projected flows and lane requirements. The General Plan does not include more detailed street improvement proposals.

E.....For Streets defined as Routes of Regional Significance in the Tri-Valley Transportation Council's Tri-Valley Transportation Plan/Action Plan for Routes of Regional Significance (hereinafter referred to as "the TVTC Action Plan", the City of Dublin is required to make a "good-faith effort" to maintain Level of Service (LOS) D ($V/C < 0.91$) on arterial segments and at intersections. If this Transportation Service Objective (TSO) is violated, the City can implement transportation improvements or other measures to improve level of service. If such improvements are not possible or are not sufficient, the City may refer the problem to the TVTC for joint resolution. In the event that the TVTC cannot resolve the violation to the mutual satisfaction of all members, Dublin may modify the level of service standard, but only if other jurisdictions are not physically impacted.

.....The Routes of Regional Significance within the City of Dublin are as follows: Dublin Boulevard, Dougherty Road, Tassajara Road, and San Ramon Road.

GF.....For streets that are not defined as Routes of Regional Significance in the TVTC Action Plan, Strive to phase development and road improvements outside the Downtown Specific Plan Area so that the operating Level of Service (LOS) for intersections in Dublin shall not be worse than LOS D.

.....Use the Tri-Valley Transportation Council Action Plan for Routes of Regional Significance as a guideline for making transportation policy decisions.

Implementing Policies

~~H.....Develop an alignment plan line for a six lane divided extension of Dublin Boulevard from Dougherty Road to Camp Parks Military Reservation boundary.~~

~~This route will be the only non-freeway connection between the present city and new residential and business park development east of Parks RFTA.~~

~~IG.....Connect existing north-south cul-de-sac streets near the proposed Western Dublin BART station south of Dublin Boulevard (Amador Plaza Road, Golden Gate Drive and Regional Street) via the creation of Bray Way.~~

~~The proposed new street parallel to Dublin Boulevard is needed to serve intensive development of a 100-acre the adjoining commercial area and to distribute West BART station traffic to three Dublin Boulevard intersections and the I-680 freeway.~~

~~JH.....Design Dougherty Road as a six lane divided arterial street and construct all roads on the City's circulation system as defined on Figures 5-1a and 5-1b.~~

~~K.....Prevent misuse of residential streets by through traffic.~~

~~L.....Continue the city's program of requiring developers to contribute fees to help off site improvements related to their projects.~~

~~Traffic controls will be considered to correct specific problems.
[moved to "Additional Design Criteria" section]~~

I.....Seek funding agreement with Contra Costa County to designate the County's pro-rata "fair" share for ultimate improvements, including right-of-way, on regional facilities within the City of Dublin. Examples of such regional facilities include Tassajara Road, Fallon Road and Dougherty Road.

Development in Contra Costa County will contribute a significant amount of traffic to regional facilities within the City of Dublin; so the full cost should not be borne by Dublin users. Funding may be provided in part by the forthcoming Traffic Impact Fees under development by the City of Dublin, the County of Contra Costa County and/or the TVTC.

Eastern Extended Planning Area - Additional Policies

Substantial urban development is projected for the Eastern Extended Planning Area. The roadway system has been designed to accommodate traffic at buildout of the area according to the land use distribution and densities shown in the General Plan Land Use Map (Figure 2B). The system is structured around the existing north-south roads and freeway interchanges (Hacienda Drive, Tassajara Road and Fallon Road) and the extension of existing east-west roadways such as Dublin Boulevard and Gleason Drive. The roadway system also incorporates an east-west "transit spine" (Central Parkway) that extends the length of the planning area and connects the most intensively developed areas with the future Eastern Dublin BART station.

Guiding Policy

L.....Provide an integrated multi-modal circulation system that provides efficient vehicular circulation while encouraging pedestrian, bicycle, transit, and other non-automobile transportation alternatives.

Implementing Policy

M.....Provide continuity with existing streets, include sufficient capacity for projected traffic, and allow convenient access to planned land uses.

N.....Require the following major circulation improvements in the Eastern Extended Planning Area:

.....• Extension of Dublin Boulevard from Dougherty Road to North Canyons Parkway.

.....• Extension of Fallon Road north to connect to Tassajara Road.

.....• Extension of Gleason Drive east to Fallon Road.

.....• In cooperation with Caltrans and other affected jurisdictions, pursue widening of Interstate 580 to ten total lanes (8 through lanes and two auxiliary lanes) between Tassajara Road and Airway Boulevard.

.....• Upgrade the Fallon Road interchange to the same standards as the Dougherty Road and Hacienda Drive interchanges (i.e., three through lanes in each direction across the overpass and a partial cloverleaf ramp system).

.....• Provide local collector streets for internal access to development areas throughout the planning area.

O.....Provide potential for additional future roadway connections linking existing Dublin to the Eastern Extended Planning Area.

Western Extended Planning Area - Additional Policies

Q. Provide an efficient circulation system for the Western Extended Planning Area, including linkage to the rest of the City, alternate transportation modes, and sensitivity to environmental concerns.

R. The primary access for the Schaefer Ranch sector of the Western Extended Planning Area shall be via Dublin Boulevard and Schaefer Ranch Road. Other sections of the Western Extended Planning Area shall have primary access via the Eden Canyon interchange.

Implementing Policies

S. Require the following major circulation improvements in the Western Extending Planning Area:

..... • Extension of Dublin Boulevard to Schaefer Ranch Road.

..... • Collector streets to provide access to residential neighborhoods and non-residential uses, as identified in specific development plans.

5.1.2 Freeway Access

The I-680 freeway was recently widened to eight lanes north of I-580; the I-580/I-680 interchange will be rebuilt as both freeways and the arterial street system experience heavy new demands from development in adjoining communities. A new interchange is needed on I-680 north of I-580.

Guiding Policy

J. Improve freeway access.

Implementing Policies

K. Provide an additional interchange on I-680 north of I-580 to provide better access to the downtown area.

L. Improve I-580 interchanges to serve planned growth.

Access to downtown from the north and south along Interstate 680 is needed at a point closer than Alcosta Boulevard. Additional capacity at existing interchanges on I-580 is needed to serve East Dublin travel demands.

5.2 TRANSIT

Figures 5-2a and 5-2b illustrate existing and future transit routes. BART currently operates two bus lines serving several bus lines linking the Tri-Valley to Hayward, Bayfair, and Walnut Creek BART rail stations and providing limited local transit service. Dublin taxpayers have been paying their full share for direct rail service as shown on the original BART plan, but other extensions competing for funding have received stronger support from the Metropolitan Transportation

~~Commission staff. The rail service proposal was revised in 1982 to indicate BART in the I-580 freeway median with stations in downtown Dublin (West Dublin/Pleasanton station) and at Hacienda Drive (East Dublin/Pleasanton station).~~

~~The Pleasanton/Dublin Short Range Transit Plan (December 1983) proposes a nine bus fleet providing local service on routes within three blocks of 85 percent of Dublin's residents.~~

The East Dublin/Pleasanton BART Station will be completed as part of the BART Extension currently under construction. Ultimately, a second BART Station serving western and central Dublin will be completed. Following completion of this extension, it is expected that BART Bus service to the Hayward and Bayfair BART stations may be discontinued.

The Wheels bus system currently serves Pleasanton, Dublin and Livermore. There are 11 bus routes offering weekday commute, off-peak and Saturday service. The Contra Costa County Connection Bus Service provides the 121 Route along the I-680 corridor. This route extends through Dublin on Village Parkway, Dublin Boulevard, and San Ramon Road to Stoneridge Mall in Pleasanton.

Guiding Policies

- A. ~~Support a compact multi-story downtown West Dublin BART station and a second station to the east along I-580, provided the BART rail line is extended at least to the eastern limits of the City of Pleasanton.~~
- B. Support improved local transit as essential to a quality urban environment, particularly for residents who do not drive.

Implementing Policies

- C. Urge BART cooperation in maintaining availability of station sites and develop standards for review of public and private improvements in the vicinity of BART stations that take account of both future traffic needs and development opportunities.
- D. ~~Pursue formation of a Joint Exercise of Powers Agreement with neighboring jurisdictions to enable use of Transportation Development Act funds to begin improved local transit service late in 1984.~~

~~The proposed bus loop would start at San Ramon Road and Dublin Boulevard, proceeding via Dublin Boulevard, Hansen Drive, Silvergate, Peppertree, Shannon, San Ramon Road, Alcosta, Davona, Village Parkway, Amador Valley Boulevard, Dougherty Road, Dublin Boulevard, and San Ramon Road, to Stoneridge and Pleasanton.~~

Guiding Policy - Eastern Extended Planning Area

E. Support the development of a community that facilitates and encourages the use of local and regional transit systems.

Implementing Policy - Eastern Extended Planning Area

F. Encourage higher densities and mixed-use developments near major transit lines and transit transfer points as a means of encouraging the use of public transit. This type of transit-oriented development is especially encouraged along Central Parkway and near the east Dublin BART station.

G. Capitalize on opportunities to connect into and enhance ridership on regional transit systems including BART, LAVTA, and any future light rail systems.

5.3 SOUTHERN PACIFIC RAILROAD TRANSPORTATION CORRIDOR

Contra Costa and Alameda Counties are considering means of preserving the Southern Pacific right-of-way. Track has been removed from the San Ramon Branch line between Pleasanton and Pleasant Hill. Recent ~~Recent~~ Previous studies have proposed future use for light rail transit or a busway.

Guiding Policy

A. Support preservation along the Southern Pacific right-of-way between the East Dublin BART station and Dougherty Road and along the east side of Dougherty Road from the Southern Pacific right-of-way to the northern City limit as a potential transportation corridor.

B. Consider potential recreational use in conjunction with transportation use.

Committed development will require additional transportation capacity in the San Ramon Valley corridor; therefore, all options should be kept open.

5.4 ~~BICYCLE ROUTES BIKEWAYS~~

Guiding Policy

A. Provide safe ~~bike routes~~ bikeways along arterials and major streets (See Figures 5-3a and 5-3b).

Implementing Policy

B. Complete the following bikeway systems illustrated on Figures 5-3a and 5-3b:

San Ramon Road Existing separate bike path

Village Parkway	Existing bike lane north of Amador Valley Boulevard; provide bike lane to the south of Amador Valley Boulevard.
Dougherty Road	Incorporate separate bike/jogging path in new design.
Amador Valley Boulevard	Maintain existing bike lanes.
Alamo Creek	Bike path along creek.
Southern Pacific	Incorporate bike/jogging path
Right of Way	into design.
Transportation Corridor	

5.5 TRUCK ROUTES

Guiding Policy

- A. Designate and accommodate truck routes to minimize noise nuisance on residential arterial streets.

Implementing Policy

- B. Strive to Restrict "through" trucks (defined as trucks with both origins and destinations outside the City limits) to I-580 and I-680 in the City.
- C. Take advantage of opportunities to provide long-term truck parking facilities.

5.6 SCENIC HIGHWAYS

I-580, I-680, San Ramon Road, and Dougherty Road were designated scenic routes by Alameda County in 1966. These are the routes from which people traveling through Dublin gain their impression of the city; therefore, it is important that the quality of views be protected.

In the Eastern Extended Planning Area, Tassajara Road and Doolan Road are designated as scenic corridors by Alameda County. It is the City's intention that Fallon Road will also be designated as a scenic route once it is extended north to connect with Tassajara Road.

Guiding Policy

- A. Incorporate previously County-designated scenic routes, and the proposed Fallon Road extension, in the General Plan as adopted City-designated scenic routes, and work to enhance a positive image of Dublin as seen by through travelers.

Implementing Policy

- B. Exercise design review of all projects visible from a designated scenic route.

5.7 FINANCING ROAD IMPROVEMENTS

The City has a five year Capital Improvement Program (CIP) that includes a section on streets. The current ~~most recent~~ CIP ~~(1991-92) lists 17~~ lists approved street improvement projects along with estimated costs and financing schedules. The moneys to fund these projects come from several sources including the City's operating budget, state/federal funds, development fees, grants and loans. (A copy of the current Dublin ~~1991-92~~ CIP ~~program~~ is available from the City Manager's Office.)

Currently, development plans are being formulated for the eastern and western ~~Extended Planning Areas~~ portions of the City. Construction of necessary roads will be funded by the developers. ~~Developer contributions will also be required for existing~~ Traffic Impact Fee (TIF) requirements will also be assessed to fund city roadway projects that will be impacted by traffic from developments in the extended planning areas as well as in the Downtown. The East Dublin TIF has been finalized; the Downtown TIF is currently being finalized. A regional TIF is currently under study by the Tri-Valley Transportation Council (TVTC). These fee programs are available from the Public Works Department.

Guiding Policy

- A. Continue the city's program of requiring developers to contribute fees and/or improvements to help fund off-site improvements related to their projects.

END

- LD Roadway Section
 300 Existing ADT
 000 2010 ADT
- Freeway
 8-lane divided
 6-lane divided
 4-lane divided
 4-lane undivided
 2-lane divided
 2-lane undivided

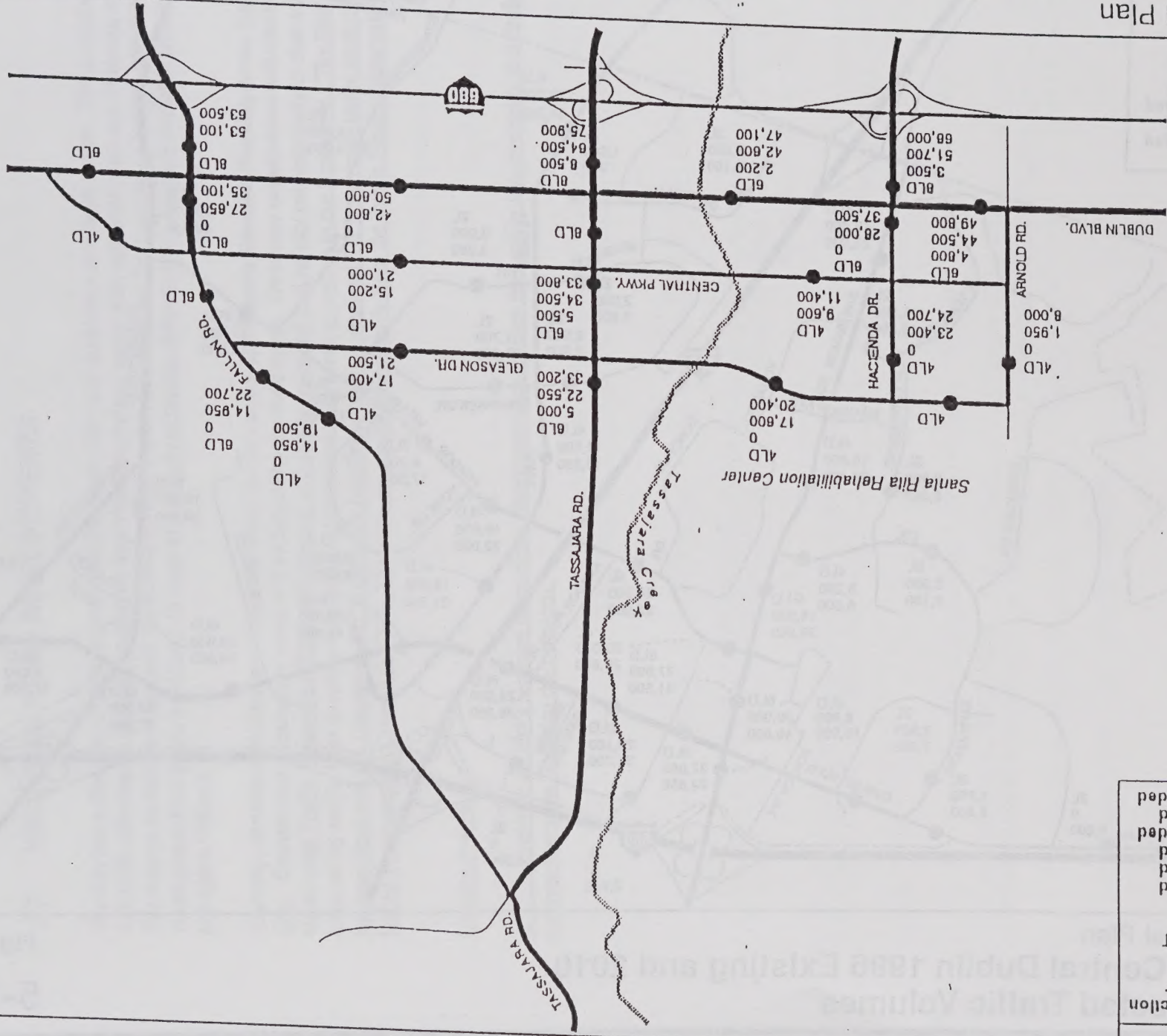


Dublin General Plan
 West and Central Dublin 1996 Existing and 2010
 Daily Projected Traffic Volumes

Figure
 5-1a



ALD	Roadway Section	Existing ADT	2010 ADT	Buildout ADT
Freeway	8-lane divided			
	6-lane divided			
	4-lane divided			
	4-lane undivided			
	2-lane divided			
	2-lane undivided			



blin General Plan
 10 and Beyond Network
 2010 Projected Traffic Volumes—
 Figure

5-1b

TJMK

Not to Scale

North



END

- Wheels Service
- The County Connection
- BART Express
- Transit Corridor



City of Dublin
West and Central Dublin Transit Map

Figure
5-2a

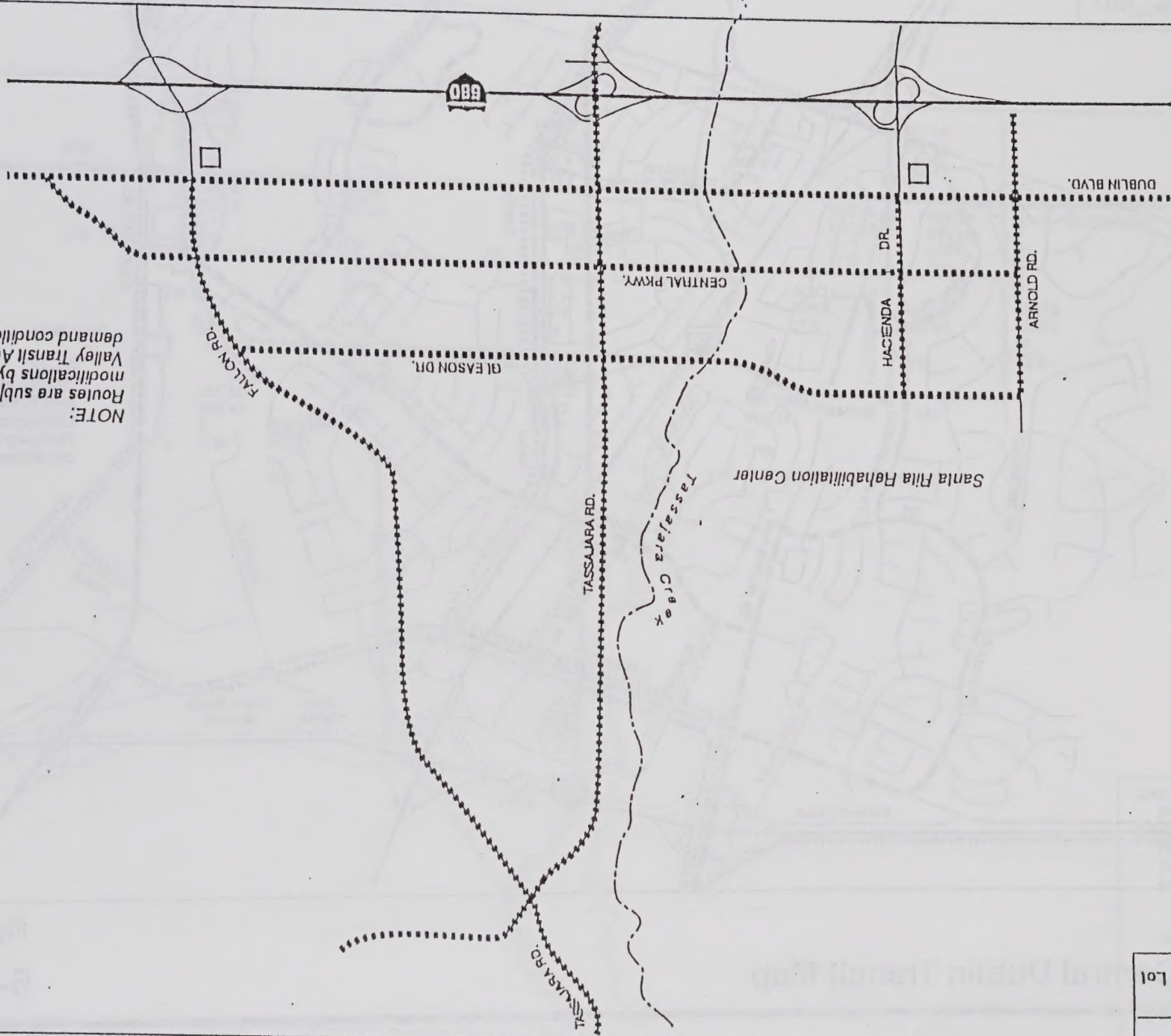


Bus Route
Park-and-Ride Lot

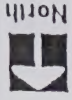
Page 44

Map of Dublin East Dublin Transit Map

Figure 5-2b



NOTE:
Routes are subject to periodic
modifications by the Livermore/Amador
Valley Transit Authority (LAVTA) as
demand conditions warrant.



Not to Scale

TJRM

LEGEND

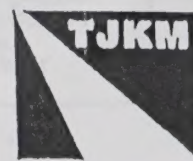
roadway	—
bicycle Routes	
Class I (Path)	— — — —
Class II (Lane)	
Class III (Route)	— — — —

In addition to facilities indicated, residential areas shall provide pedestrian and bicycle connections to schools and other public facilities as directed by the Public Works Director.



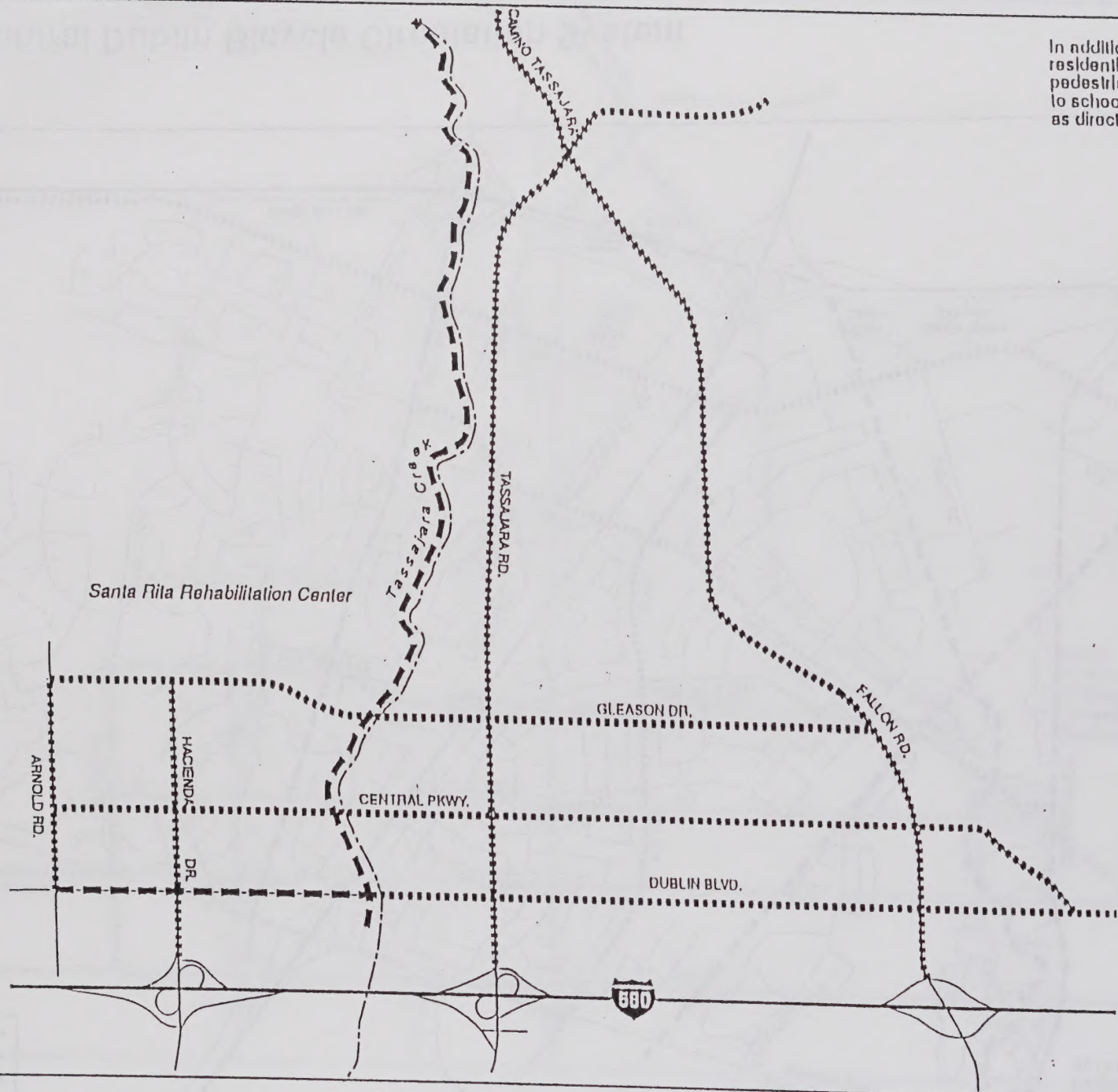
City of Dublin
West and Central Dublin Bicycle Circulation System

Figure
5-3a



ND	
way	_____
Routes	_____
I (Path)	—+—+—+—
II (Lane)	
III (Route)	—————

In addition to facilities indicated, residential areas shall provide pedestrian and bicycle connections to schools and other public facilities as directed by the Public Works Director.



West Dublin Bicycle Circulation System

RESOLUTION NO. 132 - 97

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DUBLIN

APPROVING A GENERAL PLAN AMENDMENT FOR PA 97-019,
PARK SIERRA APARTMENT PROJECT, SHEA PROPERTIES

WHEREAS, Shea Properties has submitted a request to the City of Dublin to amend the Land Use and Circulation Map of the General Plan, changing the land use designation from "Medium Density Residential" to "Medium-High Density Residential" for an 8.9 acre site generally located on the west side of Dougherty Road at the former Southern Pacific Railroad tracks; and

WHEREAS, the Medium-High Density Residential land use category permits apartments, condominiums and higher intensity housing at ranges between 14.1 and 25.0 dwellings per acre; and

WHEREAS, a Mitigated Negative Declaration was adopted by the City Council by Resolution No. on November 4, 1997, for this application and is on file in the Dublin Planning Department and has been recommended for City Council adoption; and

WHEREAS, the Planning Commission did hold a public hearing on the General Plan Amendment request on October 14, 1997, with proper notice given in all respects as required by law; and

WHEREAS, the Planning Commission did recommend City Council approval of the requested General Plan Amendment by Resolution No. 97-21, adopted October 14, 1997; and

WHEREAS, the City Council held a public hearing on the General Plan Amendment request on November 4, 1997; and

WHEREAS, the City Council did hear and use their independent judgment and considered all said reports, recommendations and testimony hereinabove set forth.

NOW, THEREFORE, BE IT RESOLVED THAT THE Dublin City Council does hereby find that:

A. Proper environmental documentation has been prepared on the proposed General Plan Amendment in accord with the California Environmental Quality Act.

B. The proposed change of land use designation for the site is in the public interest and is consistent with all other goals, policies and implementing programs set forth in the Dublin General Plan.

C. The proposed General Plan Amendment will not have a substantial adverse affect on health or safety or be substantially detrimental to the public welfare or be injurious to property or public improvement; and

WHEREAS, a staff report has been prepared for this project by the Dublin Community Development Department, summarizing the project.

NOW, THEREFORE BE IT FURTHER RESOLVED THAT THE Dublin City Council does hereby approve a General Plan Amendment, changing the land use designation for property generally described as APN 941-0205-006-10 from "Medium Density Residential" to "Medium-High Density Residential," as indicated on Exhibit 1, incorporated by reference into this resolution.

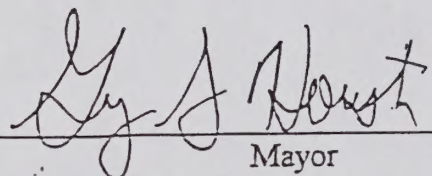
PASSED, APPROVED and ADOPTED this 4th day of November, 1997.

AYES: *Councilmembers Burton, Howard, Lockhart and Mayor Houston*

NOES: *None*

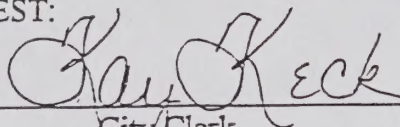
ABSENT: *Councilmember Barnes*

ABSTAIN: *None*



Mayor

ATTEST:



City Clerk

gpa97-019/ccgpares

K²/G/11-4-97/resshea2.doc

RESOLUTION NO. 49 - 96

A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF DUBLIN

* * * * *

APPROVING THE MITIGATED NEGATIVE DECLARATION,
ADOPTING THE MITIGATION MONITORING PROGRAM AND
GENERAL PLAN AMENDMENT FOR PA 95-029, THE TRUMARK HOMES PROJECT

WHEREAS, Trumark Homes has applied for a General Plan Amendment changing the site's Land Use Designation from Transportation Corridor to Medium Density Residential (**Exhibit A**); and

WHEREAS, the California Environmental Quality Act (CEQA), State CEQA Guidelines and the City of Dublin Environmental Guidelines require that certain projects be reviewed for environmental impacts and that environmental documents be prepared; and

WHEREAS, an Expanded Initial Study and Mitigated Negative Declaration were prepared for the Trumark Homes Project and is available and on file in the Planning Department; and

WHEREAS, Public Resources Code Section 21080.6 requires the City to adopt a reporting or monitoring program for changes in a project or conditions imposed to mitigate or avoid significant environmental effects in order to ensure compliance during project implementation; and

WHEREAS, a Mitigation Monitoring Program has been prepared for the Trumark Homes Project in accordance with Public Resources Code Section 21080.6 and is available and on file in the Planning Department; and

WHEREAS, the Planning Commission of the City of Dublin held a public hearing on April 16, 1996, on the documents entitled Expanded Initial Study, Mitigated Negative Declaration, Mitigation Monitoring Program and the General Plan Amendment for the proposed Trumark Homes Project; and

WHEREAS, the Planning Commission received and reviewed the City Planning Department's Staff Report on the General Plan Amendment, including said Expanded Initial Study, Mitigated Negative Declaration and Mitigation Monitoring Program on the environmental effects of the project; and

WHEREAS, the Planning Commission considered the documentary and oral evidence submitted at the public hearing and using its independent judgment recommended approval of the project to the City Council; and

WHEREAS, the City Council of the City of Dublin held a public hearing on May 14, 1996, on the documents entitled Expanded Initial Study, Mitigated Negative Declaration, Mitigation Monitoring Program and the General Plan Amendment for the proposed Trumark Homes Project; and

WHEREAS, the City Council received and reviewed the City Planning Department's Staff Report on the General Plan Amendment, including said Expanded Initial Study, Mitigated Negative Declaration and Mitigation Monitoring Program on the environmental effects of the project and the Planning Commission's recommendation on the project; and

A RESOLUTION OF THE CITY COUNCIL

ON THE CITY OF PHOENIX

APPROVING THE PHOENIX AIR QUALITY IMPROVEMENT PROJECT

WHEREAS THE CITY OF PHOENIX HAS ADOPTED THE PHOENIX AIR QUALITY IMPROVEMENT PROJECT

AS A MEANS TO IMPROVE THE AIR QUALITY IN THE CITY OF PHOENIX AND TO PROTECT THE PUBLIC HEALTH AND SAFETY OF THE PEOPLE OF THE CITY OF PHOENIX;

AND WHEREAS THE CITY OF PHOENIX HAS ADOPTED THE PHOENIX AIR QUALITY IMPROVEMENT PROJECT AS A MEANS TO IMPROVE THE AIR QUALITY IN THE CITY OF PHOENIX AND TO PROTECT THE PUBLIC HEALTH AND SAFETY OF THE PEOPLE OF THE CITY OF PHOENIX;

AND WHEREAS THE CITY OF PHOENIX HAS ADOPTED THE PHOENIX AIR QUALITY IMPROVEMENT PROJECT AS A MEANS TO IMPROVE THE AIR QUALITY IN THE CITY OF PHOENIX AND TO PROTECT THE PUBLIC HEALTH AND SAFETY OF THE PEOPLE OF THE CITY OF PHOENIX;

AND WHEREAS THE CITY OF PHOENIX HAS ADOPTED THE PHOENIX AIR QUALITY IMPROVEMENT PROJECT AS A MEANS TO IMPROVE THE AIR QUALITY IN THE CITY OF PHOENIX AND TO PROTECT THE PUBLIC HEALTH AND SAFETY OF THE PEOPLE OF THE CITY OF PHOENIX;

AND WHEREAS THE CITY OF PHOENIX HAS ADOPTED THE PHOENIX AIR QUALITY IMPROVEMENT PROJECT AS A MEANS TO IMPROVE THE AIR QUALITY IN THE CITY OF PHOENIX AND TO PROTECT THE PUBLIC HEALTH AND SAFETY OF THE PEOPLE OF THE CITY OF PHOENIX;

AND WHEREAS THE CITY OF PHOENIX HAS ADOPTED THE PHOENIX AIR QUALITY IMPROVEMENT PROJECT AS A MEANS TO IMPROVE THE AIR QUALITY IN THE CITY OF PHOENIX AND TO PROTECT THE PUBLIC HEALTH AND SAFETY OF THE PEOPLE OF THE CITY OF PHOENIX;

AND WHEREAS THE CITY OF PHOENIX HAS ADOPTED THE PHOENIX AIR QUALITY IMPROVEMENT PROJECT AS A MEANS TO IMPROVE THE AIR QUALITY IN THE CITY OF PHOENIX AND TO PROTECT THE PUBLIC HEALTH AND SAFETY OF THE PEOPLE OF THE CITY OF PHOENIX;

AND WHEREAS THE CITY OF PHOENIX HAS ADOPTED THE PHOENIX AIR QUALITY IMPROVEMENT PROJECT AS A MEANS TO IMPROVE THE AIR QUALITY IN THE CITY OF PHOENIX AND TO PROTECT THE PUBLIC HEALTH AND SAFETY OF THE PEOPLE OF THE CITY OF PHOENIX;

AND WHEREAS THE CITY OF PHOENIX HAS ADOPTED THE PHOENIX AIR QUALITY IMPROVEMENT PROJECT AS A MEANS TO IMPROVE THE AIR QUALITY IN THE CITY OF PHOENIX AND TO PROTECT THE PUBLIC HEALTH AND SAFETY OF THE PEOPLE OF THE CITY OF PHOENIX;

AND WHEREAS THE CITY OF PHOENIX HAS ADOPTED THE PHOENIX AIR QUALITY IMPROVEMENT PROJECT AS A MEANS TO IMPROVE THE AIR QUALITY IN THE CITY OF PHOENIX AND TO PROTECT THE PUBLIC HEALTH AND SAFETY OF THE PEOPLE OF THE CITY OF PHOENIX;

AND WHEREAS THE CITY OF PHOENIX HAS ADOPTED THE PHOENIX AIR QUALITY IMPROVEMENT PROJECT AS A MEANS TO IMPROVE THE AIR QUALITY IN THE CITY OF PHOENIX AND TO PROTECT THE PUBLIC HEALTH AND SAFETY OF THE PEOPLE OF THE CITY OF PHOENIX;

WHEREAS, the City Council, using its independent judgment, considered the documentary and oral evidence submitted at the public hearing.

NOW, THEREFORE, BE IT RESOLVED that the City Council does hereby find that:

1. The Expanded Initial Study, Mitigated Negative Declaration, and Mitigation Monitoring Program are adequate and have been prepared in compliance with the California Environmental Quality Act, CEQA Guidelines and the City of Dublin Environmental Guidelines; and
2. That the City Council has reviewed and considered the information contained in the Expanded Initial Study, Mitigated Negative Declaration, and Mitigation Monitoring Program; and
3. That based upon a review of the analysis of pertinent environmental issues presented in the Expanded Initial Study, the City Council has hereby found and determined that, although the proposed project may have potentially significant effects on the environment as presented in the Expanded Initial Study, the mitigation measures have reduced any impacts of the project to a level of insignificance and that the project will not have a significant effect on the environment.

BE IT FURTHER RESOLVED that the City Council does hereby approve the Mitigated Negative Declaration and adopt the Mitigation Monitoring Program for the Trumark Homes Project.

BE IT FURTHER RESOLVED that the City Council does hereby find that:

1. The existing Transportation Corridor Land Use Designation in the General Plan is no longer appropriate for this area because the Southern Pacific Railroad no longer has a traction line in this location; and,
2. The Site is suitable for residential development with the incorporation of the mitigation measures included in the Mitigated Negative Declaration.

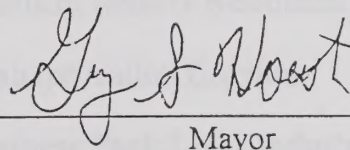
BE IT FURTHER RESOLVED that the City Council does hereby approve PA 95-029, Trumark Homes General Plan Amendment for one parcel (APN 941-0205-006-010), from Transportation Corridor to Medium Density Residential as shown on Exhibit A.

PASSED, APPROVED AND ADOPTED this 14th day of May, 1996.

AYES: *Councilmembers Barnes, Burton, Howard, Moffatt and Mayor Houston*

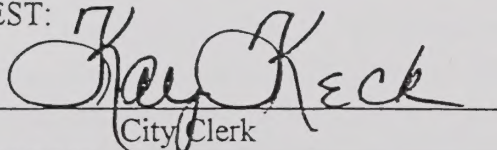
NOES: *None*

ABSENT: *None*



Mayor

ATTEST:



City Clerk

NOW, THEREFORE, BE IT RESOLVED that the City Council hereby adopts the following resolution:

1. The Planning Commission, the City Council, and the City Council's staff have conducted a study of the proposed project and have determined that the project is consistent with the City's Comprehensive Planning Policy, 1994, and the City's General Plan, 1994.

2. The City Council has reviewed the project and has determined that the project is consistent with the City's Comprehensive Planning Policy, 1994, and the City's General Plan, 1994.

3. The project is a study of the proposed project and has determined that the project is consistent with the City's Comprehensive Planning Policy, 1994, and the City's General Plan, 1994. The project is a study of the proposed project and has determined that the project is consistent with the City's Comprehensive Planning Policy, 1994, and the City's General Plan, 1994.

BE IT FURTHER RESOLVED that the City Council hereby approves the project and authorizes the City Council's staff to implement the project.

BE IT FURTHER RESOLVED that the City Council hereby approves the project and authorizes the City Council's staff to implement the project.

1. The project is a study of the proposed project and has determined that the project is consistent with the City's Comprehensive Planning Policy, 1994, and the City's General Plan, 1994. The project is a study of the proposed project and has determined that the project is consistent with the City's Comprehensive Planning Policy, 1994, and the City's General Plan, 1994.

2. The project is a study of the proposed project and has determined that the project is consistent with the City's Comprehensive Planning Policy, 1994, and the City's General Plan, 1994. The project is a study of the proposed project and has determined that the project is consistent with the City's Comprehensive Planning Policy, 1994, and the City's General Plan, 1994.

BE IT FURTHER RESOLVED that the City Council hereby approves the project and authorizes the City Council's staff to implement the project. The project is a study of the proposed project and has determined that the project is consistent with the City's Comprehensive Planning Policy, 1994, and the City's General Plan, 1994.

RESISTANCE AND OPPOSITION are hereby rejected.

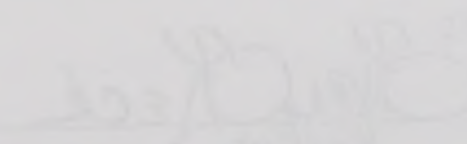
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City Clerk



City Council Member

Arroyo Vista
Development

"Transportation Corridor" to remain

Dougherty Rd.

Proposed "Medium Density Residential" Designation

Alamo Creek

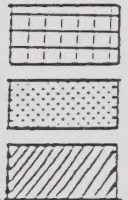
Sierra Ct.

Legend

Medium Density Residential

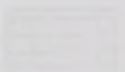
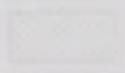
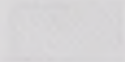
Transportation Corridor

Business Park/Light Industrial





Legend

-  Medium Density Residential
-  Transportation Corridor
-  Medium Density Residential

RESOLUTION NO. 140 - 97

**A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF DUBLIN**

**ADOPTING A NEGATIVE DECLARATION AND GENERAL PLAN AMENDMENT/
EASTERN DUBLIN SPECIFIC PLAN AMENDMENT FOR DUBLIN RANCH
AREAS B THROUGH E PLANNED DEVELOPMENT REZONING (PA 96-039)**

WHEREAS, the Eastern Dublin General Plan Amendment ("GPA") and Eastern Dublin Specific Plan ("EDSP") were adopted by the City in 1993; and

WHEREAS, the EDSP provides more specific and detailed goals, policies and action programs for approximately 3313 acres within the GPA area nearest to the City on its Eastern side; and

WHEREAS, a Program Environmental Impact Report ("Program EIR") was prepared for the EDSP and GPA (SCH No. 91103604) and certified by the City Council on May 10, 1993, by Resolution No. 51-93, and two Addenda dated May 4, 1993, and August 22, 1994 ("Addenda") have been prepared and adopted by the City Council; and

WHEREAS, on May 10, 1993, the City Council also adopted Resolution No. 53-93, adopting the GPA and EDSP, making findings and adopting overriding considerations as to the environmental impacts and mitigation measures relating to the EDSP and GPA, and adopting a Mitigation Monitoring Program ("Program MMP") for the GPA and EDSP; and

WHEREAS, Ted Fairfield, representing property owner Jennifer Lin, submitted a Planned Development (PD) District Rezone request (PA 96-039 Dublin Ranch Areas B-E) for rezoning an approximately 453-acre site to the following land uses: PD Medium Density Residential (78.8 acres; 958 dwelling units); PD Medium-High Density Residential (8.6 acres; 172 dwelling units); PD High Density Residential (23.6 acres; 744 dwelling units); PD Medium Density Residential/Community Park (13.0 acres; 156 units potentially); PD Rural Residential/Agriculture (99.2 acres, 1 dwelling); PD General Commercial (41.2 acres); PD Campus Office (44.6 acres); Community Park (84.8 acres); PD Open Space (32.4 acres); Neighborhood Square [an Open Space Use] (2.0 acres); Elementary School (partial site, 4.4 acres); High School (partial site, 20.0 acres). These land uses are proposed to accommodate future development of up to 1,875 dwelling units in 11 neighborhoods, commercial and office development, recreational uses, and related improvements. The project is generally located north of the Interstate 580 Freeway, along both sides of the planned Fallon Road extension, and east of Dublin Ranch Phase I, within the Eastern Dublin Specific Plan project area; and

WHEREAS, a complete application for the project is available and on file in the Planning Department; and

WHEREAS, the City has prepared an Initial Study and Negative Declaration ("ND") for the project, attached hereto as Exhibit A-1 and incorporated herein by reference, which documents reflect the independent judgment of the City as to the project's environmental effects, and which addresses the applicability and implementation of each of the programs in the EDSP and each of the mitigation measures in the Program Mitigation Monitoring Program (MMP); and

WHEREAS, the Initial Study is supplemented by studies regarding noise, traffic, biological and visual impacts incorporated herein by reference. Copies of these studies are available for review at the City of Dublin Planning Department; and

WHEREAS, the Initial Study demonstrated that the Project would have no potentially significant environmental impacts which were not adequately described and analyzed in the Program EIR. Project-specific impacts beyond those in the Program EIR were addressed in the Initial Study and supplemental studies. All recommendations from the supplemental studies are included in the project description and/or reflected or confirmed in conditions of approval; and

WHEREAS, a 30 day public review period was held for the Negative Declaration, from June 18, 1997, through July 18, 1997; and

WHEREAS, no letters commenting on the Negative Declaration were received during the comment period; and

WHEREAS, the Planning Commission held a public hearing on the project on October 28, 1997 and recommended approval of the Negative Declaration and the project in Resolution No. 97-024; and

WHEREAS, on November 18, 1997, the City Council held a duly noticed public hearing on the project, during which it considered the Planned Development (PD) District Rezone request and Negative Declaration

NOW, THEREFORE, BE IT RESOLVED THAT THE City Council hereby finds that:

1. The foregoing recitals are true and correct and incorporated herein as a part of this resolution.
2. Pursuant to Section 21083.3, subdivision (b) and (e), of the Public Resources Code and pursuant to Section 15168 of the State CEQA Guidelines, the Project is within the scope of the EDSP and the GPA Program EIR, the Project and all of its potentially significant environmental impacts were adequately described and analyzed in the EIR, the Project incorporates all applicable mitigation measures identified in the Program EIR, and all of the Project's potentially significant environmental impacts will be mitigated to a level of insignificance with the imposition of the mitigation measures identified in the Program MMP, and no new significant impacts were identified in the Initial Study for the Project.
3. Pursuant to Section 21166 and Section 21083.3, Subdivisions (b) and (e), of the Public Resources Code, and pursuant to Sections 15162 and 15168 of the State CEQA Guidelines:
 - a) the Project does not constitute a change from the program (i.e. the GPA and the EDSP) analyzed in the Program EIR which would require major revisions in the Program EIR;
 - b) there are no substantial changes in the surrounding circumstances under which the Project is being undertaken from those circumstances which existed when the City certified the Program EIR which would require major revisions in the Program EIR; and
 - c) there is no new information of substantial importance to the GPA, the EDSP, or the Project which, despite the exercise of reasonable diligence, could not have been known when the Program EIR was certified and which shows either (i) that the Project will have significant environmental effects not

discussed or substantially underestimated in the Program EIR or, (ii) that there are mitigation measures or alternatives not identified as feasible in the Program EIR and not included as part of the Project which would reduce or avoid any significant environmental impacts.

4. Pursuant to section 21080, subdivision (c), of the Public Resources Code and pursuant to section 15074, subdivision (b), of the State CEQA Guidelines, the City Council (1) certifies that it has considered the Negative Declaration; (2) finds that there is no substantial evidence in light of the whole record that the Project will have a significant effect on the environment; and (3) hereby approves the Negative Declaration.

5. The City Council does hereby apply the adopted Eastern Dublin Specific Plan Mitigation Monitoring Program to the Project, along with the conditions made a part of project approval, as a supplement to the Program MMP as the reporting and monitoring program required by Public Resources Code Section 21081.6 for the Project.

6. Pursuant to Public Resources Code Section 21081.6, subdivision (a) (2), the City Council specifies that the documents which constitute the record of proceedings upon which its findings and decision herein are based shall be located at City Hall, and their custodians shall be the City Clerk and the Community Development Director of the City.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the City Council hereby adopts the General Plan/Eastern Dublin Specific Plan Amendment for the Dublin Ranch Areas B-E PD Rezone for the following reasons:

1. The proposed Amendments are consistent with the goals, general provisions and purpose of the Dublin General Plan and the Eastern Dublin Specific Plan as proposed to be amended herein; and
2. The Amendments are appropriate for the subject property in terms of land use compatibilities; will not overburden public services; and provides a comprehensive plan for development of the site while preserving portions of the site for open space; and
3. The changes to the EDSP will provide new land use designations as reflected on the Areas B through E Land Use and Development Plan/District Plan Development Plan (LUDP/DPDP), included as attachment D to the staff report, to assist development in Eastern Dublin. Changes to the land uses on the LUDP/DPDP are appropriate based upon the analysis contained in the staff report, will provide a better configuration and long-term development pattern, and will help implement policies of the General Plan and EDSP regarding development in Eastern Dublin
4. The Amendments will not have substantial adverse effects on health or safety, or be substantially detrimental to the public welfare, or be injurious to property or public improvements.

ADOPTED AND APPROVED this 18th day of November, 1997, by the following vote:

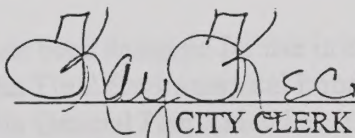
AYES: *Councilmembers Barnes, Burton, Howard, Lockhart and Mayor Houston*

NOES: *None*

ABSENT: *None*

ABSTAIN: *None*

ATTEST:


CITY CLERK

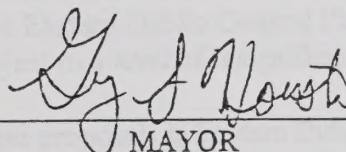

MAYOR

EXHIBIT A-1

Initial Study and Negative Declaration

INITIAL STUDY

"DUBLIN RANCH AREAS B, C, D, & E" - Planned Development (PD) Rezoning and Eastern Dublin Specific Plan Amendment / General Plan Amendment

Planning Application # 96-039

INTRODUCTION

This Initial Study has been prepared by the City of Dublin to assess the potential environmental effects of the proposed Dublin Ranch "Areas B through E" Planned Development Rezoning (the project). The analysis is intended to satisfy the requirements of the California Environmental Quality Act (CEQA), and provide the City with adequate information for project review.

The Eastern Dublin Specific Plan and General Plan Amendment Final Environmental Impact Report [consisting of the Draft Environmental Impact Report, dated August 28, 1992; Responses to Comments Part I dated December 7, 1992; Responses to Comments Part II dated December 21, 1992; Revisions to Part I of the Responses to Comments relating to the Kit Fox; and Addendum to the DEIR dated May 4, 1993; and a DKS Associates Traffic Study dated December 15, 1992 (SCH91103064)] was adopted by the City Council on May 10, 1993. The Final Environmental Impact Report (FEIR) is available to the public for review of the City of Dublin Planning Department located at 100 Civic Plaza, Dublin, CA. An Addendum to the Environmental Impact Report was approved by the City Council on August 22, 1994. It is also available for review of the Planning Department.

The Eastern Dublin General Plan Amendment and Specific Plan EIR concluded certain significant impacts will result from the development of Eastern Dublin. Most of those impacts will be reduced to insignificance by mitigation measures of the EIR. Some will remain unavoidable significant adverse impacts but they were included in a Statement of Overriding Considerations passed by the Dublin City Council when it certified the EIR.

The environmental impact report that was prepared for the Eastern Dublin General Plan Amendment and Specific Plan was a "Program" environmental impact report (Program EIR). If a program environmental impact report is prepared, subsequent environmental documents need to be prepared for projects within the program only if there are additional environmental impacts not considered in the preparation of the original environmental document or additional mitigation measures are required (CEQA Guidelines Section 15168).

The Project will not create any significant impacts which were not already covered by the EIR or reduced to insignificance by mitigation measures of the EIR and Mitigation Monitoring Program, and conditions of approval of the project. Dublin Ranch "Areas B through E" is located within the boundaries of the Eastern Dublin Specific Plan area and is considered one in a series of actions covered by the Program EIR. The project is within the scope of the Program EIR, and the program EIR & Addendum adequately describe the impacts of the project, and there have been no changes or new information which would necessitate supplementing the Program EIR pursuant to Public Resources Code section 21166 and CEQA guidelines Section 15162.

This Initial Study includes a Project Description, Environmental Checklist Form, an Evaluation and Discussion of issues identified in the checklist, and a Determination. The attachment to the Initial Study is a Matrix which has incorporated the Mitigation Measures and Action Programs of the Eastern Dublin General Plan Amendment and Specific Plan EIR which will reduce the environmental impacts of the project to a level of insignificance.

The Matrix has been designed for use in evaluating specific project proposals in Eastern Dublin for compliance with the Eastern Dublin Final Environmental Impact Report and Mitigation Monitoring Program. The Mitigation Measures of the Eastern Dublin General Plan Amendment and Specific Plan Final Environmental Impact Report (the FEIR) and the two approved addenda thereto are referenced throughout this Initial Study. Please refer to the Matrix to review the Mitigation Measures and/or Action Programs, or refer to the FEIR itself for complete mitigation descriptions.

PROJECT DESCRIPTION

This project is known as the "Dublin Ranch Areas B, C, D, & E" - Planned Development (PD) Rezoning and Eastern Dublin Specific Plan Amendment /General Plan Amendment. This proposal for a Planned Development (PD) Rezoning is the second Phase of rezoning for the Dublin Ranch project site; a PD Rezoning for Phase I of Dublin Ranch was approved by the City in 1996. Current PD Rezoning applications occupy approximately 816 acres of land and are composed of five separate parts, labeled Areas A, B, C, D, and E. This environmental review combines Areas B through E into one component. The environmental review for Area A is being processed separately.

The project site for Areas B-E is located east of Tassajara Road, north of I-580, and is west of the southern portion of Fallon Road (existing), but will occupy land on both the east and west sides of Fallon Road when this road is extended to the north (future). The entire Dublin Ranch project site was previously Prezoned with various PD land use categories. Consistent with the provisions of Section 8-31 of the Dublin Zoning Ordinance, a Land Use & Development Plan (LUDP) is now being proposed to finalize the zoning for the project area. The land uses proposed under this LUDP are consistent with the approved PD Prezoning categories. The LUDP will also serve the capacity of a District Planned Development Plan (DPDP) as required to implement the provisions of the Eastern Dublin Specific Plan.

Areas B through E primarily occupy the southern areas of the Dublin Ranch project site, and are proposed for a variety of land use types, including office, commercial, medium and high-density residential, schools, parks, open space and rural residential/agricultural uses. Because these areas do not include traditional low-density residential development plans, the Land Use and Development Plan for these areas are designed with less detail in some areas (e.g. residential lot sizes) in order to provide the true flexibility of a Planned Development zone, as provided by the Dublin Zoning Ordinance. The Land Use categories for these areas include listings of the appropriate uses for each zone, development standards, and conditions by which future subdivisions and development entitlement requests will be evaluated. The development concepts for Areas B through E are discussed below.

Area B is the residential portion and contains a community park; Area C, includes commercial and office designated land; Area D includes Rural Residential/Agriculture and community park land; and Area E comprises portions of two school sites. Area B consists of 1983 dwellings units of which 1062 are designated Medium Density Residential, 172 Medium High Density and 748 High Density. The Medium Density would be detached or attached units on individual parcels at densities of 8 - 14 units per acre while the Medium High Density and High Density units would be apartments and/or condominiums at densities of 20 to 35 dwelling units per acre. This area totals 136.2 acres. Area B also contains a 41.3 acre community park, 2 acre neighborhood square and 38.4 acres of open space. Area C consists of 41 acres designated General Commercial and 44.4 acres of Campus Office. Area C includes the proposed land use change for 4.5 acres of land previously designated for Residential use, to be changed to General Commercial in compliance with Livermore Airport Protection Area restrictions. Areas B and C are located immediately north of I-580 and west of Fallon Road and its future extension.

Area D is 92.1 acres of Rural Residential/Agriculture land and a 32.8 acre community park located approximately 9000 feet north of I-580 and 700 east of Tassajara Road. It will remain virtually undeveloped. Area E is one half (5.4 acres) of an elementary school site located on the eastern boundary of the Dublin Ranch property and the portion (20.6 acres) of the Eastern Dublin Specific Plan high school site located on Dublin Ranch.

Additional information and details regarding the project can be found in the attached Project Description, which follows the Initial Study.

ENVIRONMENTAL CHECKLIST FORM

This study was prepared based upon the location of the project, staff office review, field review, comments submitted by local agencies; use of City Planning documents, the CEQA Law and Guidelines, City of Dublin CEQA Guidelines, and the previously certified Eastern Dublin General Plan Amendment and Specific Plan Final Environmental Impact Report and Addendum (FEIR). The FEIR concluded certain significant impacts will result from the development of Eastern Dublin. Most of those impacts will be reduced to insignificance by mitigation measures of the EIR. Some will remain unavoidable significant adverse impacts but they were included in a Statement of Overriding Considerations passed by the Dublin City Council when it certified the EIR. Dublin Ranch Areas B - E will not create any significant impacts not already covered by the EIR. Impacts of the project are described below.

1. Project title: Dublin Ranch Areas B, C, D, & E - Planned Development (PD) Rezoning and Eastern Dublin Specific Plan Amendment /General Plan Amendment
2. Lead agency name and address: City of Dublin, 100 Civic Plaza, Dublin, CA 94568
3. Contact person and phone number: Tasha Huston, Associate Planner, (510)833-6610
4. Project location: East of Tassajara Road, north of Interstate 580 Freeway, within the Eastern Dublin Specific Plan project area.
5. Project sponsor's name and address: Ted C. Fairfield, Consulting Civil Engineer for Jennifer Lin, etal., P.O. Box 1148, 5510 Sunol Boulevard, Pleasanton, CA 94566
6. General plan: Rural Residential/Agriculture; Medium Density Residential; Medium-High Density Residential; High Density Residential; General Commercial; Campus Office; Community Park; Neighborhood Square; Open Space
7. Zoning: PD Rural Residential/Agriculture; PD Medium Density Residential; PD Medium-High Density Residential; PD High Density Residential; PD General Commercial; PD Campus Office; PD Community Park; PD Neighborhood Square; PD Open Space
8. Description of project: The Planned Development (PD) District Rezone proposed for the Dublin Ranch Areas B-E site includes land use designations, standards, residential densities, and design guidelines for each land use category, including Rural Residential/Agriculture; Medium Density Residential; Medium-High Density Residential; High Density Residential; General Commercial; Campus Office; Community Park; Neighborhood Square; and Open Space. Area C includes the proposed land use change for 4.5 acres of land previously designated for Residential use, to be changed to General Commercial in compliance with Livermore Airport Protection Area restrictions. The development proposed for Areas B through E will occupy the southern areas of the Dublin Ranch project site, and will include a variety of land use types, including office, commercial, medium and high-density residential, schools, parks, open space and rural residential/agricultural uses. Because these areas do not include traditional low-density residential development, the Land Use and Development Plan for these areas are designed with less detail in some areas (e.g. residential lot sizes) in order to provide the true flexibility of a Planned Development zone, as provided by the Dublin Zoning Ordinance. The Land Use categories for these areas include listings of the appropriate uses for each zone, development standards, and conditions by which future subdivisions and development entitlement requests will be evaluated.
9. Surrounding land uses and setting: Planned Development Single Family, Medium Density Residential, Open Space, and Rural Residential/Agriculture; Cattle Grazing, Agriculture, Equestrian Facility, and Firewood Sales
10. Other public agencies whose approval is required : None

4

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving a one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following page.

- | | | |
|---|--|--|
| ☒ Land Use and Planning | ☒ Transportation/Circulation | ☒ Public Services |
| ☒ Population and Housing | ☒ Biological Resources | ☒ Utilities and Service System |
| ☒ Geological Problems | ☒ Energy and Mineral Resources | ☒ Aesthetics |
| ☒ Water | ☒ Hazards | ☒ Cultural Resources |
| ☒ Air Quality | ☒ Noise | ☒ Recreation |
| ☐ Mandatory Findings of Significance | | |

ENVIRONMENTAL IMPACTS CHECKLIST

I. LAND USE AND PLANNING. *Would the proposal:*

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No i
a) Conflict with general plan designation or zoning? (Source #: 1, 2)	☐	☐	☐	☒
b) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project? (1, 2)	☐	☐	☐	☒
c) Be incompatible with existing land use in the vicinity? (1, 2)	☐	☐	☐	☒
d) Affect agricultural resources or operations (e.g., impacts to soils or farmlands, or impacts from incompatible land uses)? (1, 2)	☒	☐	☐	☐
e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)? (1, 2)	☐	☐	☐	☒

II. POPULATION AND HOUSING. *Would the proposal:*

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No i
a) Cumulatively exceed official regional or local population projections? (1)	☐	☐	☐	☒
b) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)? (1)	☒	☐	☐	☐
c) Displace existing housing, especially affordable housing? (1)	☐	☐	☐	☒

III. GEOLOGIC PROBLEMS. *Would the proposal result in or expose people to potential impacts involving:*

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No i
a) Fault rupture? (1, 3)	☐	☐	☐	☒
b) Seismic ground shaking? (1, 3)	☒	☐	☐	☐
c) Seismic ground failure, including liquefaction? (1, 3)	☒	☐	☐	☐
d) Seiche, tsunami, or volcanic hazard? (1, 3)	☐	☐	☐	☒
e) Landslides or mudflows? (1, 3)	☐	☒	☐	☐
f) Erosion, changes in topography or unstable soil conditions from excavation, grading, or fill? (1, 3)	☐	☒	☐	☐
g) Subsidence of land? (1, 3)	☐	☒	☐	☐
h) Expansive soils? (1, 3)	☐	☐	☒	☐
i) Unique geologic or physical features? (1, 3)	☐	☐	☐	☐

IV. WATER. *Would the proposal result in:*

Potentially
Significant
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Potentially
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Unless
Mitigation
Incorporated

Less than
Significant
Impact

No Impact

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff? (1) | ☐ | ☒ | ☐ | ☐ |
| b) Exposure of people or property to water related hazards such as flooding? (1) | ☐ | ☒ | ☐ | ☐ |
| c) Discharge into surface waters or other alteration of surface water quality (e.g., temperature, dissolved oxygen or turbidity)? (1) | ☐ | ☒ | ☐ | ☐ |
| d) Changes in the amount of surface water in any water body? (1) | ☐ | ☒ | ☐ | ☐ |
| e) Changes in currents, or the course or direction of water movements? (1) | ☐ | ☒ | ☐ | ☐ |
| f) Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability? (1) | ☐ | ☒ | ☐ | ☐ |
| g) Altered direction or rate of flow of groundwater? (1) | ☐ | ☒ | ☐ | ☐ |
| h) Impacts to groundwater quality? (1) | ☐ | ☒ | ☐ | ☐ |
| i) Substantial reduction in the amount of groundwater otherwise available for public water supplies? (1) | ☐ | ☒ | ☐ | ☐ |

V. AIR QUALITY. *Would the proposal:*

- | | | | | |
|---|-------------------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Violate any air quality standard or contribute to an existing or projected air quality violation? (1, 2) | ☒ | ☐ | ☐ | ☐ |
| b) Expose sensitive receptors to pollutants? (1, 2) | ☐ | ☐ | ☒ | ☐ |
| c) Alter air movement, moisture, or temperature, or cause any change in climate? (1, 2) | ☐ | ☐ | ☒ | ☐ |
| d) Create objectionable odors? (1, 2) | ☐ | ☐ | ☒ | ☐ |

VI. TRANSPORTATION/CIRCULATION.

Would the proposal result in:

- | | | | | |
|--|-------------------------------------|-------------------------------------|--------------------------|-------------------------------------|
| a) Increased vehicle trips or traffic congestion? (1, 2, 4) | ☒ | ☐ | ☐ | ☐ |
| b) Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (1, 2, 4) | ☐ | ☒ | ☐ | ☐ |
| c) Inadequate emergency access or access to nearby uses? (1, 2, 4) | ☐ | ☒ | ☐ | ☐ |
| d) Insufficient parking capacity onsite or offsite? (1, 2, 4) | ☐ | ☐ | ☐ | ☒ |
| e) hazards or barriers for pedestrians or bicyclists? (1, 2, 4) | ☐ | ☒ | ☐ | ☐ |
| f) Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)? (1, 2, 4) | ☐ | ☐ | ☐ | ☒ |
| g) Rail, waterborne or air traffic impacts? (1) | ☐ | ☐ | ☐ | ☒ |

VII. BIOLOGICAL RESOURCES.

Would the proposal result in impacts to:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a) Endangered, threatened or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds)? (1)	☐	☒	☐	☐
b) Locally designated species (e.g., heritage trees)? (1)	☐	☐	☒	☐
c) Locally designated natural communities (e.g., oak forest, coastal habitat, etc.)? (1)	☐	☐	☒	☐
d) Wetland habitat (e.g., marsh, riparian, and vernal pool)? (1)	☐	☒	☐	☐
e) Wildlife dispersal or migration corridors? (1)	☐	☒	☐	☐

VIII. ENERGY AND MINERAL RESOURCES.

Would the proposal:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with adopted energy conservation plans? (1, 2)	☐	☐	☐	☒
b) Use nonrenewable resources in a wasteful and inefficient manner? (1, 2)	☒	☐	☐	☐
c) Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State? (1, 2)	☐	☐	☐	☒

IX. HAZARDS. *Would the proposal involve:*

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a) A risk of accidental explosion or release of hazardous substances (including, but not limited to, oil, pesticides, chemicals, or radiation)? (1)	☐	☐	☒	☐
b) Possible interference with an emergency response plan or emergency evacuation plan? (1)	☐	☐	☐	☒
c) The creation of any health hazard or potential health hazards? (1)	☐	☐	☐	☒
d) Exposure of people to existing sources of potential health hazards? (1)	☐	☐	☐	☒
e) Increased fire hazard in areas with flammable brush, grass, or trees? (1)	☐	☒	☐	☐

X. NOISE. *Would the proposal result in:*

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a) Increases in existing noise levels? (1, 2, 5)	☒	☐	☐	☐
b) Exposure of people to severe noise levels? (1, 2, 5)	☐	☒	☐	☐

18

XI. PUBLIC SERVICES. *Would the proposal result in a need for new or altered government services in any of the following areas:*

Potentially
Significant
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Potentially
Significant
Unless
Mitigation
Incorporated

Less than
Significant
Impact

No Impact

- a) Fire protection? (1)
- b) Police protection? (1)
- c) Schools? (1)
- d) Maintenance of public facilities, including roads? (1)
- e) Other government services (1)

☐	☒	☐	☐
☐	☒	☐	☐
☐	☒	☐	☐
☐	☒	☐	☐
☐	☒	☐	☐

XII. UTILITIES AND SERVICE SYSTEMS. *Would the proposal result in a need for new systems or supplies, or substantial alterations to the following utilities:*

- a) Power or natural gas? (1, 2)
- b) Communications systems? (1, 2)
- c) Local or regional water treatment or distribution facilities? (1, 2)
- d) sewer or septic tanks? (1, 2)
- e) Storm water drainage? (1, 2)
- f) Solid waste disposal? (1, 2)
- g) Local or regional water supplies? (1, 2)

☒	☐	☐	☐
☐	☐	☐	☒
☒	☐	☐	☐
☐	☒	☐	☐
☐	☒	☐	☐
☐	☒	☐	☐
☐	☒	☐	☐

XIII. AESTHETICS. *Would the proposal:*

- a) Affect a scenic vista or highway? (1, 2)
- b) Have a demonstrable negative aesthetics effect? (1, 2)
- c) Create light or glare? (1, 2)

☒	☐	☐	☐
☐	☒	☐	☐
☐	☐	☒	☐

XIV. CULTURAL RESOURCES. *Would the proposal:*

- a) Disturb paleontological resources? (1)
- b) Disturb archaeological resources? (1)
- c) Have the potential to cause a physical change which would affect unique ethnic cultural values? (1)
- d) Restrict existing religious or sacred uses within the potential impact area? (1)

☐	☐	☐	☒
☐	☒	☐	☐
☐	☐	☐	☒
☐	☐	☐	☒

XV. RECREATION. *Would the proposal:*

- a) Increase the demand for neighborhood or regional parks or other recreational facilities? (1)
- b) Affect existing recreational opportunities? (1)

☐	☒	☐	☐
☐	☒	☐	☐

XVI. MANDATORY FINDINGS OF SIGNIFICANCE.

- a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?
- ☐ ☒ ☐ ☐
- b) Does the project have potential to achieve short-term, to the disadvantage of long-term, environmental goals?
- ☐ ☐ ☒ ☐
- c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)
- ☐ ☒ ☐ ☐
- d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?
- ☐ ☐ ☒ ☐

DISCUSSION - Mandatory Findings of Significance

- a) As indicated by the checklist form, the project will not degrade the quality of the environment, substantially reduce the habitat of a plant or animal species or eliminate important examples of California history or prehistory.
- b) All potentially significant environmental impacts can be mitigated to reduce both the long term and the short term environmental impacts below a level of significance except for those impacts included within the Statement of Overriding Considerations of the Eastern Dublin General Plan Amendment and Specific Plan EIR. A description of the mitigation measures is contained in the Matrix, Attachment A.
- c) All potentially significant cumulative environmental impacts have been addressed in the EIR.
- d) As discussed under the headings "Risk of Upset" and "Human Health," the project does not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.

REFERENCES

Referenced information sources utilized for this analysis include the following:

- 1) Determination based on location of project;
- 2) Determination based on staff office review;
- 3) Determination based on field review;
- 4) Determination based on the City of Dublin General Plan;
- 5) Determination based on the City of Dublin Zoning Ordinance;
- 6) Determination based on the Eastern Dublin General Plan Amendment and Specific Plan Final EIR and Addendum;
- 7) Not applicable.

EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case a discussion should identify the following on attached sheets:
 - a) Earlier analyses used. Identify earlier analyses and state where they are available for review.
 - b) Impacts adequately addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation measures. For effects that are "Less than Significant with Mitigation Incorporated," describe the mitigation measures which are incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. See the sample question below. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 7) This is only a suggested form, and lead agencies are free to use different ones.

ENVIRONMENTAL CHECKLIST RESPONSES & ANALYSIS

The following discussion includes explanations of answers to the above questions regarding potential environmental impacts, as indicated on the preceding checklist. Each subsection is annotated with the number and letter corresponding to the checklist form.

A majority of the potential impacts discussed within this initial study were addressed in the earlier analysis of the Eastern Dublin General Plan Amendment/Specific Plan Amendment Final EIR (FEIR), incorporated by reference, and the mitigation measures adopted. Mitigation measures are noted, and the matrix of mitigation measures is included as Attachment A. The program EIR & addendum adequately describe the impacts of the project, and there have been no changes or new information requiring a supplemental EIR, pursuant to Public Resources Code Section 21166 and CEQA Guidelines Section 15162.

EXISTING SETTING:

The project is located within the Eastern Dublin Specific Plan area and is included in the Environmental Impact Report prepared for the Specific Plan area. Please refer to the Eastern Dublin GPA/SPA Final EIR for a description of the existing project setting.

POTENTIAL IMPACTS AND MITIGATION MEASURES:

- I. **LAND USE & PLANNING:** The project is consistent with the General Plan land use designations and with the Eastern Dublin Specific Plan. Environmental impacts from the project land uses were addressed in the earlier analysis of the Eastern Dublin Specific Plan / General Plan Amendment Final Environmental Impact Report (FEIR). Cumulative impacts to agricultural resources were also addressed in the FEIR, and were found to have a significant unavoidable cumulative impact. The Statement of Overriding Considerations adopted with the Specific Plan includes this finding. The proposed Planned Development Rezoning will not raise significant new impacts beyond those discussed in the FEIR.

The development proposed for Areas B through E includes a small (4.5 acre) portion of land which is proposed for a land use amendment from Medium Density Residential to General Commercial. The adopted Specific Plan anticipated such an amendment, because the area is located within the Livermore Airport Protection Area and residential uses in that area were viewed as potentially incompatible. The proposed land use is consistent with the closest adjacent non-residential urban use. The magnitude and intensity of development that could occur if the amendments are adopted are substantially consistent with the development envisioned for the Specific Plan.

The Planned Development also includes adjustments to land uses previously approved. In terms of residential uses, the unit count proposed for this project involves an increase over the number of units projected by the Specific Plan for the Dublin Ranch lands, based upon the midpoint of the range. The increase is due primarily to a gain of land for residential uses in various areas, such as 10 acres previously designated for an elementary school site (no longer needed), and several acres previously designated for the Community Park (size of park has decreased). However, the total unit count for the Dublin Ranch project is still well within the maximum of the range of units shown for the residential land use area under the adopted Specific Plan. In terms of non-residential land uses, the proposed project

16
involves a shift of 8 acres from the General Commercial designation to the Campus Office designation. The shift would translate into a decrease of approximately 83,000 square feet of commercial space and an increase of 130,000 square feet of office space. The proposed shifts do not involve an increase in the overall acreage of these two land use designations, and office uses typically generate less traffic than commercial uses. The modifications would result in a long-term development pattern consistent with the Specific Plan, which anticipated flexibility in the development of these areas (see EDSP, Chapter 4, Commercial Land Use). Therefore these shifts are considered substantially in compliance with the Specific Plan. As such, any impacts that may arise were anticipated in the previous analyses of the adopted EIR.

Finally, potential land use incompatibilities for the proposed project were analyzed for the adopted plan. The focus of potential incompatibilities is on the proximity of residential to non-residential uses, where incompatibility issues can exist in many areas, including: noise, odor, light and glare, and visual impacts. The proposed land uses represent the same mix and adjacent uses as those adopted for the Specific Plan. Through the Site Development permit, the City analyzes all of the issues mentioned above and consults with other agencies, as necessary, for making further conditions of the project. In addition, the project concepts address buffers and design solutions to address the interface of potentially incompatible adjacent uses. These concepts will be applied where needed as development standards to address potential impacts. The proposed Planned Development Rezoning will not raise significant new impacts beyond those discussed in the FEIR.

- II. **POPULATION & HOUSING:** The project would provide up to 1,983 units in Areas B through E, of various unit types, many of which are anticipated to be in a price range affordable to the future employees working within the City of Dublin. This is consistent with the policies of the Eastern Dublin Specific Plan and Dublin General Plan, to provide a range of housing types for all segments of the community. Growth inducing impacts associated with the development of housing and increased population as a result of the adopted Specific Plan were analyzed in the prior EIR. The adoption of the Eastern Dublin Specific Plan signified the City's intent to introduce urban development in an area that previously supported primarily rural activities. Please refer to the earlier analysis of the FEIR, pp. 3.2-11, for a discussion of population and housing provision. No significant impacts not previously analyzed in the Eastern Dublin GPA/SPA Final EIR are expected to occur.
- III. **GEOLOGIC PROBLEMS:** These items were addressed in the earlier analysis of the FEIR, and through various mitigation measures. For an explanation of items 3a, 3c, 3g, and 3i, see FEIR mitigation measures MM 3.6/9.0 and 3.6/10.0 (p. 3.6-9); for discussion related to items 3e, 3f, 3h see MM 3.6/27.0 and 3.6/28.0 (p. 3.6-14 and 15) and Geotechnical Investigation Dublin Ranch Phase I, June 19, 1995, Berlogar Geotechnical Consultants; for items 3b, 3d see MM 3.6/2.0 - 3.6/7.0, 3.6/11.0 - 3.6/26.0 (p. 3.6-8 through 14) and the Geotechnical Investigation. No known active or potentially active faults traverse the project site, and Alquist-Priolo Special Studies Zones are not located within the site. The potential for fault ground rupture is therefore considered to be nil. Implementation of mitigation measures will reduce but not completely eliminate all hazards associated with groundshaking. No new impacts not previously analyzed in the Eastern Dublin GPA/SPA Final EIR are expected to occur.
- IV. **WATER:** These items were addressed in the earlier analysis of the FEIR, and through various mitigation measures. The project site is located in an area of minimal groundwater recharge and groundwater reserves and the majority of the Tri-Valley's groundwater resources are in the Central Basin, south of the project. Nevertheless, development of the project site could have an impact on local ground water resources and

17
groundwater recharge due to an increase in impervious surfaces within the project site. However, impacts not previously analyzed in the Eastern Dublin GPA/SPA Final EIR are expected to occur.

The project will result in the realignment and re-creation of an intermittent stream. A streambed alteration agreement from the Department of Fish and Game will be required. As development occurs in the area, more impervious surfaces will be created due to paved streets and building development. A master drainage plan for the entire project site will be prepared, therefore, any changes to drainage patterns will be fully evaluated to ensure there are not significant environmental impacts in this topic area. Due to the fact that future on-site development will be required to adhere to requirements of Zone 7 and the NPDES permitting programs, and the FEIR contains several mitigation measures which will be applied to this project, any water impacts will be mitigated to a level of insignificance. Please see MM 3.5/25.0 through 3.5/52.0. Action Programs of the Specific Plan also mitigate these impacts. Please refer to the Eastern Dublin GPA/SPA Final EIR for a discussion of this impact.

No impacts not previously analyzed in the Eastern Dublin GPA/SPA FEIR are expected to occur.

- V. **AIR QUALITY:** These items were addressed in the earlier analysis of the FEIR, and through various mitigation measures. Construction-related air quality impacts include short-term violation of adopted standards or contribution to an existing or projected air quality violation, and could result in exposure of sensitive receptors to pollutants. Development of the project site will also result in traffic-related air quality impacts.

The FEIR developed mitigation measures to reduce mobile and stationary source emissions. Air quality mitigation measures of the FEIR which will be applied to this project include: MM 3.11/1.0 through 3.11/4.0, 3.11/6.0, 3.11/13.0. Implementation of these mitigation measures cannot achieve the reduction of stationary source emissions needed to meet the insignificant threshold. The Eastern Dublin GPA/SPA Final EIR indicates that stationary source emissions air quality impacts remain significant and, therefore, this unmitigable impact was included in the Statement of Overriding Considerations. No impacts not previously analyzed in the Eastern Dublin GPA/SPA Final EIR are expected to occur from this proposed project.

- VI. **TRANSPORTATION/CIRCULATION:** The impacts to transportation and circulation were addressed in the earlier analysis of the FEIR, and through various mitigation measures. The FEIR indicates four traffic/circulation impacts which are not capable of mitigation to a level of insignificance. Two of them affect intersections and the other two the general operation of I-580. Cumulative impacts affecting I-580 would occur irrespective of development under the Eastern Dublin Specific Plan. These four impacts have been included in the Statement of Overriding Considerations adopted with the Specific Plan.

A traffic analysis conducted for the proposed Planned Development Rezone (TJKM, June, 1997; included by reference) outlines the potential traffic impacts from this project, and measures for mitigating these impacts. The project proponent will need to make improvements to roadway systems required by the traffic study, the mitigation measures of the FEIR, and conditions of the PD Rezone approval. Many of these measures will be completed as part of the project, while others will be cumulative improvements to which the project developers will contribute. With implementation of the improvements required to address traffic impacts from the project, the potential impacts will be mitigated to a level of insignificance. No new mitigation measures are required.

14
Potential impacts of hazards to safety from design features (e.g., sharp curves or dangerous intersection incompatible uses (e.g., farm equipment); inadequate emergency access or access to nearby insufficient parking capacity on- or off-site were identified in the FEIR. All projects must go through a development process prior to approval and are required to meet all City zoning standards. Because of combination of land uses future developments will be required to meet the City zoning standards for use. No mitigation measures are required.

Impacts from Hazards or barriers for pedestrians or bicyclists were also addressed in the prior FEIR. The Eastern Dublin Specific Plan Policy 5-15 and Figure 5.3 show bicycle pedestrian paths throughout the project area. Impacts potentially occurring in this project area include conflicts of pedestrian and bicycle crossing major roadways. This impact can be mitigated with FEIR Mitigation Measure 3.3/16.1, which requires the location of pedestrian & bicycle paths to cross major arterial streets at signalized intersections, to provide safe crossing. Several pedestrian and bicycle routes are proposed with the project, including a multi-use trail, which will include crossings at these signalized intersections.

The above-noted traffic impacts of the project will be mitigated by the following mitigation measures of the EIR and Action Programs of the Specific Plan: MM3.3/2.1 through 3.3/16.1 and 3.12/7.0 and Action Programs 5A through 5D. Implementation of these mitigation measures will reduce a majority of the traffic-related impacts to a level of insignificance. The Eastern Dublin GPA/SPA Final EIR indicates that some impacts (both project-specific and cumulative) remain potentially significant even after implementation of proposed mitigation measures. Please refer to the Eastern Dublin GPA/SPA Final EIR for a complete listing. Aside from the traffic related impacts noted above, the Project will not raise a new significant traffic impacts which have not already been evaluated in the previous environmental analyses done for the proposed development.

VII. BIOLOGICAL RESOURCES: Impacts from the project upon biological resources were thoroughly addressed in the earlier analysis of the FEIR, and various mitigation measures will apply to the project. For complete descriptions of existing conditions, maps and other information identifying such impacts please consult the FEIR.

CEQA Guidelines Appendix G states that a project will normally have a significant effect on the environment if it will substantially affect a rare or endangered species of animal or plant or habitat of the species. The Eastern Dublin Specific Plan EIR identified various impacts upon biological resources and mitigation of impacts in the following areas: a.) Habitat Loss & Vegetation Removal; b.) Botanically Sensitive Habitats; c.) Wildlife Resources; d.) Threatened and Endangered Species; e.) Federal Candidates for Listing; f.) California Species of Special Concern; g.) Special Status Invertebrates.

The project site is covered primarily with introduced annual grasses and does not provide unusual or high quality habitat for any rare or endangered species of plants or animals. Mitigation measures to address the impacts upon the above resources from development of the Specific Plan area were included in the FEIR and included in the adopted Mitigation Monitoring Program (see Matrix for listing of mitigation measures.)

Several mitigation measures and programs apply to the project site, and involve further studies and pre-construction surveys of the project site. Six separate plant and animal surveys of the project site were conducted by H. T. Harvey and Associates over the past six years. These surveys have been instrumental in setting parameters for site design. The topics of the surveys and the applicability of the

19
reports to the individual project components areas are described below in excerpts taken from a summary of the surveys provided by H. T. Harvey and Associates, August 30, 1996.

U.S. ARMY CORPS OF ENGINEERS JURISDICTIONAL ANALYSIS

Most of the site has been intensively grazed, the drainage network and its component channel have become incised and arroyos have formed. Areas meeting the technical criteria for identification as jurisdictional wetlands were delineated primarily along site drainageways and in seeped zones in the Tassajara Creek watershed.

RARE PLANT SURVEYS

The Dublin Ranch site was surveyed for special status plant surveys in the Spring of 1990. A list of potentially occurring plants was generated by reviewing the Eastern Dublin General Plan Amendment/Specific Plan EIR, appropriate local references, and the California Natural Diversity Data Base (CNDDB). The entire site was surveyed to locate potential habitat for any potentially occurring species. Transects were then established and surveyed through appropriate habitat, searching for any special status species potentially on site.

No special status plants were found. Generally, the site had been grazed, and the vegetation height, biomass and diversity were low.

EASTERN DUBLIN GOLDEN EAGLE SURVEY

The Golden Eagle nest site that had been identified by Biosystems Analysis in the Eastern Dublin General Plan Amendment/Specific Plan EIR was re-surveyed in 1990. The nest site was monitored throughout the spring. Two chicks were observed at the nest site in 1990, one of which later died. The remaining chick fledged in late June, 1990.

ADDITIONAL GOLDEN EAGLE SURVEYS

H.T. Harvey & Associates raptor biologists have continued to monitor nest sites on the property since 1990. Eagles did not nest on the property during the years of 1991 and 1992. During these years the pair probably bred at an alternative nest site (or nest sites) off the property because the nest tree they had been using (a Eucalyptus tree) was largely defoliated during an extended hard freeze during the winter of 1990-1991.

In 1993, the foliage returned to the nest tree and so did the pair. The birds successfully fledged one young from the nest. In 1994 the birds attempted to rebuild the nest but it apparently collapsed. The pair then moved to an alternative Eucalyptus tree in the same drainage but closer to Tassajara Road, later in the season, and fledged one young. The pair used the same nest again in 1995, when at least one young eagle was observed in the nest.

The pair returned to this alternate nest site in 1996. They laid eggs, and at least one chick was observed in the nest in late April. By early May, no adult eagles were seen near the nest, nor were nestlings seen. It was determined that the site had failed and that the nest had been abandoned. The old nest (the one that had been used in 1995) would no longer be considered an active nest site.

SUMMARY OF KIT FOX SURVEYS IN CONTRA COSTA AND ALAMEDA COUNTIES

20
H.T. Harvey and Associates has prepared a report which reviews the California Natural Diversity Data Base (CNDDB) and other survey reports, as well as historic information regarding the distribution and range of the San Joaquin kit fox in Alameda and Contra Costa Counties. Results from 13 recent surveys for kit foxes were reviewed, as well as historic surveys conducted by the Department of Fish and Game. Historic range maps were also reviewed. The report concludes that negative results of more than 10 years of surveys in the Dublin area leaves little doubt that Dublin is outside the range of the San Joaquin kit fox. The presence and high densities of red foxes and coyotes make the likelihood of range expansion by the kit fox into the Dublin area extremely remote.

SAN JOAQUIN KIT FOX

The San Joaquin kit fox a federal endangered and state threatened species, is known from sites about 7 or more miles to the east and northeast of the Ranch. The range and agricultural lands of the Ranch and surrounding areas would be low to moderate quality kit fox habitat. Previous surveys on portions of the Dublin Ranch and surrounding areas did not detect kit foxes, but detected several possible tracks. These prior surveys were conducted for the Eastern Dublin General Plan Amendment/Specific Plan EIR by Biosystems Analysis. H.T. Harvey & Associates conducted kit fox surveys at twice the intensity recommended at that time (1991) by California Department of Fish and Game guidelines. These surveys (September-October 1991) did not detect kit fox activity on or near the Ranch.

SPECIAL STATUS AMPHIBIAN AND REPTILE SURVEYS

Surveys were conducted for special status amphibian and reptile species on the Dublin Ranch Property during the Spring of 1993. The site is located in northern Alameda County, near the cities of Livermore and Dublin. The focus of these surveys included California tiger salamander (*Ambystoma californiense*), California red-legged frog (*Rana aurora draytonii*), and Southwestern pond turtle (*Clemmys marmorata pallida*). No California tiger salamanders were found during the survey. Fifteen subadult California red-legged frogs were found at two locations. Ten were along the northern boundary of the site in a stock pond adjacent to the intermittent creek channel. Five more were found near the southern boundary along Fallon Road. Two adult southwestern pond turtles were found along Tassajara Creek. These findings were consistent with the 1989 surveys conducted by Biosystems for the Eastern Dublin General Plan Amendment/Specific Plan EIR.

1995 SPECIAL-STATUS AMPHIBIAN AND REPTILE SURVEYS

H.T. Harvey and Associates conducted additional surveys in the spring of 1995 to determine if the distribution and abundance of special-status reptiles and amphibians had changed. These surveys were initiated in a rainfall season (1994-1995) that was nearly 200% of normal. Surveys were undertaken to provide any new data to the City of Dublin, which was undertaking a stream corridor restoration plan and grazing management plan for the vicinity. No California Tiger Salamander larvae, juveniles or adults were detected anywhere on the site. Seven juvenile California red-legged frogs were detected in two ponds on site (the same locations as in previous surveys). One of these ponds is located along the northern boundary of the site near a tributary to Tassajara Creek while the other is along the southern

21
location and abundance of the California red-legged frog and western pond turtle have been consistent throughout three separate studies. Based on the sampling from 1989, 1993 and 1995, the project site does not support a breeding population of California Tiger salamanders.

DUBLIN RANCH FAIRY SHRIMP SURVEYS

Small, claypan pools occurring on the Dublin Ranch property were monitored for listed fairy shrimp from December 1995 to April 1996. The only fairy shrimp observed in the pools was *Branchinecta lindahi*, which is not a special status species. This species of fairy shrimp tolerates a wide range of conditions and is the most common fairy shrimp in California. In general, the pools supported a low diversity of invertebrates and contained such weedy, opportunistic species as mosquito larvae and midgefly larvae.

APPLICABILITY OF REPORTS TO AREAS B THROUGH E OF THE PROJECT AREA

The studies conducted by H.T. Harvey and Associates apply to the entire Dublin Ranch Project area. However, not all identified mitigations apply to each individual portion of the project. The discussion below distinguishes between the areas affected by/addressed in the surveys and reports.

Area B includes two jurisdictional drainages and associated wetlands, part of the acreage noted in the wetland delineation described above. Additionally, California Red-legged frogs have been found in a pond in Area B.

Area C includes seasonal ponds that are jurisdictional. Repeated surveys for California tiger salamanders, special status plants or special status invertebrates have all had negative results, as described above.

Area D includes a drainage to Tassajara Creek and associated wetlands that are jurisdictional as described in the wetland delineation noted above. The golden eagle nest sites that have been monitored are included in area D, and the majority of the viewshed for the eagle nest is within the area. A pond associated with the upper end of this drainage also supports California Red-legged frogs, a species federally listed as threatened.

The San Joaquin kit fox surveys, wetland delineation, special status plant surveys and herpetological surveys described above apply to all of areas B, C, D & E. The fairy shrimp surveys apply to Area C, although other areas were searched for suitable habitat. The golden eagle nest surveys apply to Area D.

The Golden Eagle nest site is not within the project area. However, a line-of-sight buffer area around the nest has been incorporated into the planning for Area A to minimize intrusion into the buffer area.

MITIGATION

The Mitigation Measures adopted with the City's approved Mitigation Monitoring Program, and corresponding conditions of approval, have been included in the project planning to protect any species that may be discovered prior to or during construction or to protect adjoining areas. The Mitigation Measures which address impacts to biological resources are: 3.7/1.0 through 3.7/28.0. Policies of the Specific Plan call for enhancement of open space area and riparian corridor with native plant species.

28
Although the FEIR did not identify the site as having any endangered species of plant or animal life, certain Mitigation Measures of the FEIR and Action Programs of the Specific Plan (Action Programs 6A, 6C, and 6O) require certain investigations and protocols prior to issuance of a building permit, and these have been included for this project.

The FEIR discusses impacts to riparian and other wetland habitats, and finds that mitigation measures could not completely reduce the cumulative loss of sensitive habitat to a level of insignificance. The adopted statement of overriding considerations includes this finding.

The proposed Planned Development does not raise any new significant impacts which were not addressed in the Final EIR.

VIII. ENERGY & MINERAL RESOURCES: These items were addressed in the earlier analysis of the FEIR, and through various mitigation measures. Although consumption of non-renewal resources (for the Specific Plan area as a whole) was identified as a significant cumulative impact (discussed under section XII), future development of the site is not anticipated to use such resources in a wasteful or inefficient manner. Therefore, this topic area was included in the Statement of Overriding Considerations. No mineral resources are known to exist on-site, therefore no impacts are anticipated. The proposed Conditional Use Permit will not result in any additional significant impacts not covered by the FEIR.

IX. HAZARDS: These items were addressed in the earlier analysis of the FEIR, and through various mitigation measures. The project site is primarily open grasslands and contains no structures. A Phase II site assessment of the project area has been conducted (*Berlogar Geotechnical Consultants, July 22, 1996*) to determine the presence or absence of any on-site hazardous waste and substance sites. The findings of this study indicate that no problem sites were found. In addition, a data search was conducted to determine if the site was included on a list of hazardous waste and substance sites. The results of this search indicate that no such identified sites exist within the project area or within a two mile radius of the project.

Although it is not known at this time what future tenants may occupy lands in Areas B through E currently designated for commercial and industrial uses, future residents may keep small quantities of potentially toxic substances on-site (paints, pesticides, etc.). Due to the normally small quantities, this is not anticipated to create a substantial risk that substances and materials stored or used on site will create or expose people to health hazards. Development projects (those proposing non-residential uses) are normally conditioned by the City and/or applicable health departments and fire departments to submit information regarding chemicals to be used and/or stored on-site. Therefore, it is anticipated that buildout of the proposed project would result in a less than significant impact. No further mitigation is required.

The project will not involve a risk of an explosion or the release of hazardous substances in the event of an accident or upset conditions because: (1) the application of mitigation measures from the EIR has conditions of approval; and (2) the application of Action Programs of the Specific Plan as conditions of approval.

Finally, development of the project site may result in increased fire hazard in areas with flammable brush.

2¹³
impact was addressed in the prior EIR.. The City has prepared and adopted a Wildfire Management Plan which future applicants would be required to adhere to. No further mitigation is required.

Mitigation measures of the EIR and Action Programs of the Specific plan and corresponding conditions of approval that would apply to potential impacts in these areas are as follows: MM3.4/2.0, 3.4/3.0, 3.4/5.0 through 3.4/13.0, 3.5/1.0, 3.5/3.0, 3.10/1.0 through 3.10/5.0, 3.10/7.0, 3.11/3.0, 3.11/7.0; 8E, 9 and 9Q; Action Programs 8D and 8F through 8J. Inclusion of these mitigation measures will mitigate any impacts of this topic area to an insignificant level. (See FEIR, Chapters 3.4 and 3.5.) The Planned Development will not raise any additional significant hazards impacts which were not addressed in the FEIR.

X. NOISE: The noise impacts of potential projects in the Eastern Dublin Specific Plan area were addressed in the earlier analysis of the Program FEIR. As the project site is basically undeveloped at this time, future development will result in increases of ambient noise over existing levels, resulting in significant impacts in five main areas:

1. Exposure of Proposed Housing to Future Roadway Noise
2. Exposure of Existing Residences to Future Roadway Noise
3. Exposure of Proposed Residential development to Noise from Future Military Training Activities at Parks Reserve Forces Training Area and the County Jail
4. Exposure of Existing and Proposed Residences to Construction Noise
5. Noise conflicts due to the Adjacency of Diverse Land Uses Permitted by Plan Policies Supporting Mixed-Use Development

These impacts are discussed below.

1.) The FEIR addressed the general impacts anticipated from exposure of proposed residential housing along certain roadways, and required that significant impacts be mitigated (See FEIR, Impact 3.10/A, and Mitigation Measure 3.10/1.0). Site specific noise impacts for the Dublin Ranch Areas B-E Planned Development which require evaluation to a greater level of detail for this Planned Development proposed than included in the FEIR are discussed below.

The noise contours for the Year 2010 with the buildout of the entire Specific Plan are shown in Figure 3.10-B of the Specific Plan EIR. Proposed residential housing in certain areas (e.g.: along Dublin Boulevard, Tassajara Road, Fallon Road, and Hacienda Drive) were predicted in the FEIR to be exposed to future noise levels in excess of 60 dB CNEL. In addition, proposed housing along Central Parkway (Transit Spine) and Gleason Road could potentially be exposed to future noise levels in excess of 60 dB CNEL. According to the Dublin General Plan Noise Element land use compatibility guidelines, these residential areas would be in the "conditionally acceptable" range for this type of land use. "Conditionally acceptable" means that an acoustical study must be submitted during project development review to determine how interior noise levels will be controlled to the City standards and State goal of CNEL 45 dB (See Dublin General Plan, page 9.3).

Because the Dublin Ranch development proposes residential development in areas projected to exceed the 60 dB Noise levels, acoustical studies are required to determine the attenuation measures necessary to accomplish an interior noise level standard of CNEL 45 dB. An acoustical study is currently being conducted to determine the appropriate

4
noise barriers/buffers which are needed to achieve the 45 dB interior standards for residential uses. results of this study will be submitted prior to approval of the PD Rezoning for Areas B-E, and the project will be conditioned to incorporate these measures in the development. Noise attenuation measures may include greater setback distances, land berms, soundwalls, building construction measures or a combination of these, and may require additional space for buffers. In some areas, if it is determined upon refinement of development plans that the necessary noise attenuation measures are not possible or would be undesirable based upon the proposed land use plan^{*}, the physical layout of the residential units may need to be redesigned, or density may need to be decreased, to avoid an unmitigated significant impact.

Additional detailed acoustical studies to identify the attenuation measures necessary to accomplish an interior noise level standard of CNEL 45 dB for residential areas may be needed at the Site Development Review or building permit stage to demonstrate compliance with the FEIR noise mitigation recommendations, or if the noise environment changes or new impacts occur.

- 2.) The FEIR determined noise generated by the buildout of the Eastern Dublin area would cause an adverse impact on existing residences which could not be reduced to a level of insignificance and, hence, this was part of the Statement of Overriding Considerations adopted by the Dublin City Council.
- 3.) The FEIR required mitigation of noise impacts upon proposed residential development from future military training activities at Parks Reserve Forces Training Area and the County Jail. An acoustical study is required for proposed residential development within 6,000 feet of Camp Parks RFTA to determine which mitigation measures should be imposed. The acoustical study currently underway for the Dublin Ranch B-E project will identify these impacts and conditions of approval may be applied to the development where feasible, as required by the FEIR.
- 4.) Construction will occur over a number of years on the project site. Major noise sources associated with construction include truck activity on local roads, heavy equipment used in grading and paving and impact noises from barriers used in framing of structures. Pile driving can also generate substructural noise. These impacts were addressed in the previous analysis of the FEIR, and Mitigation Measures of the FEIR require completion of Construction Noise Management Programs. Implementation of the FEIR mitigation measures (MM # 03.10/01-07) will reduce these impacts to a level of insignificance.
- 5.) The presence of different land use types within the same development creates the possibility of noise compatibility impacts between adjoining uses, particularly when commercial and residential land uses abut. The Uniform Building Code does not specifically address the sound insulation requirement for partitions between business and residential uses. Sound insulation for such partitions should be designed on a case by case basis and may need to exceed those required between residences. Because the allowance of mixed use developments (commercial and residential in the same building or project site) requires a Conditional use Permit, the issue of sound insulation between business and residential uses will be addressed through a condition of the Planned Development approval, with refined studies to be undertaken at the time of Site Development Review and Conditional Use Permit approval, when specific development proposals a

^{*} An example of an undesirable noise attenuation measure might be a requirement to construct a 12-foot high soundwall for homes too close to a noise source.

25
building types are known. With the mitigation measures of the EIR, and the conditions of approval attached to this project, the noise impacts can be mitigated to a level of insignificance.

Based upon this analysis, the environmental impacts of noise related to this project have been addressed both through the earlier analysis of the program FEIR, as well as mitigated to a level of insignificance. A Negative Declaration of environmental impact is appropriate.

XI. **Public Services:** These items were addressed in the earlier analysis of the FEIR, and through various mitigation measures. The project will require some of the improvements or service increases in the area of Fire Protection, Police Protection, school facilities and personnel, and maintenance of public facilities, including roads, and other governmental services. These services are planned for in the Eastern Dublin Specific Plan, and are typically funded through a combination of property taxes, assessment districts, and/or special financing plans established, thereby allowing future developments to pay (usually placed as a condition of project approval) for their contribution towards these service demands. The applicant's fair share of improvements and increased service will be determined and contained in the Development Agreement required by the Specific Plan. Mitigation measures in the EIR that will be implemented as conditions of this project include: MM3.12/5.0; 3.12/8.0; 3.4/2.0; 3.4/4.0/ 3.4/6.0 through 3.4/13.0; 3.4/15.0 through 3.4/24.0; 3.4/27.0 through 3.4/29.0; 3.4/31.0; 3.4/33.0; 3.4/34.0; 3.4/36.0, 3.4/44.0 and 3.4/49.0. Action Programs of the Specific Plan that will be implemented as conditions of this project include 4O, 8A through 8E, 8G, 8H, 8J, 8K and 8N. Inclusion of these mitigation measures and Action Programs and corresponding conditions of approval will mitigate impacts in this topic area to a level of insignificance.

XII. **UTILITIES:** These items were addressed in the earlier analysis of the FEIR, and through various mitigation measures. The extension of water, electrical and natural gas lines into the Eastern Dublin Specific Plan area has been determined by the FEIR to be a significant growth-inducing impact and, therefore, was included within the Statement of Overriding Considerations as an unavoidable adverse effect of the project. The Dublin Ranch project, since it is a portion of the Specific Plan area, comes within the purview of the Statement. All other impacts of utilities, such as provision of water service, wastewater service, storm drainage facilities, and solid waste disposal services were found to be capable of reduction to a level of insignificance by the mitigation measures of the FEIR (please refer to matrix for applicable measures). The plans of the City and DSRSD to provide sewer service to future development within Eastern Dublin were addressed in the Eastern Dublin GPA/SPA Final EIR and Addendum (dated August 22, 1994). DSRSD has indicated that it still plans to provide sewer service to Eastern Dublin with disposal either via one of the export options analyzed in the 1992 EIR for the long range Wastewater Management Plan for the Livermore-Amador Valley or via groundwater recharge and recycling (including reverse osmosis). DSRSD is currently planning the construction of facilities to treat wastewater via reverse osmosis, and these facilities will have sufficient capacity to serve all portions of Eastern Dublin already annexed to DSRSD (including all areas covered by this Specific Plan Amendment). The project does not raise any additional significant impacts which were not covered by the FEIR.

XIII. **AESTHETICS:** These items were addressed in the earlier analysis of the FEIR, and through various mitigation measures. The FEIR has determined development of Eastern Dublin will inalterably change the rural, agricultural character of the area and, therefore, that this is a significant unavoidable adverse impact. Visual/aesthetics was part of the Statement of Overriding Consideration. As identified in the

76
project site) is regarded as a trade-off measure designed to preserve slopes, hillsides and ridgelines contained in the larger Specific Plan area.

The FEIR contains measures to maintain the visual quality of the area, especially from views along scenic corridors in Eastern Dublin. MM 3.8/1.0 through 3.8/8.1 of the EIR address visual resources. Especially pertinent are MM 3.8/7.1 and 3.8/8.1 which call for an area-wide survey of scenic vistas and project by project visual analysis to show conformity with the study.

In April of 1996 the City adopted a Scenic Corridor Plan as a requirement of Program 6Q of the adopted Eastern Dublin Specific Plan. Identified scenic corridors include Tassajara Road, I-580, and Fallon Road. The intent of the policies and standards of the Scenic Corridor Plan is to allow project development as shown in the Specific Plan to occur while maintaining the visual character of the eastern ridgelines, watercourses, and distinct landscape features, for travelers on scenic routes in Eastern Dublin.

In addition to impacts upon scenic corridors, potential visual impacts could result from the grading of slopes and the location of homes in hillsides and their visibility from scenic corridors as well as public gathering places (such as the park site in Dublin Ranch Phase I). A visual study has been prepared to analyze potential visual impacts from the development proposed with this project and to demonstrate the refinements in project design which will help address impacts upon visual resources. As required by the adopted FEIR mitigation monitoring program, the project will be required to institute sensitive grading and contouring of the project development to the natural landform. This requirement will be applied continually at various project entitlement stages, such as grading permit, subdivision map approval, site development review.

No impacts not previously analyzed in the Eastern Dublin GPA/SPA Final EIR are expected to occur as a result of the proposed Planned Development.

XIV. **CULTURAL RESOURCES:** These items were addressed in the earlier analysis of the FEIR, and through various mitigation measures. The project will not result in the alteration of or the destruction of any prehistoric or historic archaeological sites. The project does not have the potential to cause a physical or aesthetic effects to a prehistoric, historic or architecturally significant building structure or object. The project will not restrict existing religious or sacred uses within the potential impact area. Mitigation Measures of the FEIR and an Action Program of the Specific Plan will be incorporated as conditions of approval of this project, to reduce any potential impacts in this topic area to a level of insignificance. Those Mitigation Measures and Action Program are as follows: 3.9/1.0 through 3.9/12.0 and 6P.

XV. **RECREATION:** These items were addressed in the earlier analysis of the FEIR, and through various mitigation measures. Policies in the General Plan and Specific Plan require that development pay its fair share of costs to maintain the same levels of recreational services presently in place in the City. In lieu park dedication fees will be paid, and/or park site(s) will be dedicated, to mitigate the Dublin Ranch Areas B-E impact on the City's recreation facilities. Mitigation Measures of the FEIR, Action Programs of the Specific Plan and corresponding conditions of approval that would apply in this topic area include: 3.4/20.0 through 3.4/36.0; 3.7/10.0, 3.7/13.0; 6A, 6B, 6G, and 9V. Inclusion of these mitigation measures will reduce any recreational impacts of the project to an insignificant level.

DETERMINATION

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☒ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, and/or through revisions or mitigation measures that are imposed upon the proposed project (unavoidable significant adverse effects of the project have been included in the Statement of Overriding Considerations done for the program EIR for the Eastern Dublin General Plan Amendment and Specific Plan, of which this project is a part).

Signature

Tasha Huston

Date

6/18/97

Printed Name

Tasha Huston

Title

Associate Planner

ATTACHMENT A

MATRIX
OF MITIGATION MEASURES

OF THE

EASTERN DUBLIN
SPECIFIC PLAN /
GENERAL PLAN AMENDMENT
EIR

*(Incorporated by reference; available at City of Dublin, 100 Civic Plaza, Dublin CA 94568
510-833-6610)*

29

EXHIBITS A-2 through A-5:

**Noise Study
Visual Study
Traffic Study
Biological Study**

(Not attached, but available for review at the City of Dublin Planning Department
and at City Council public hearing)

ATTACHMENT A

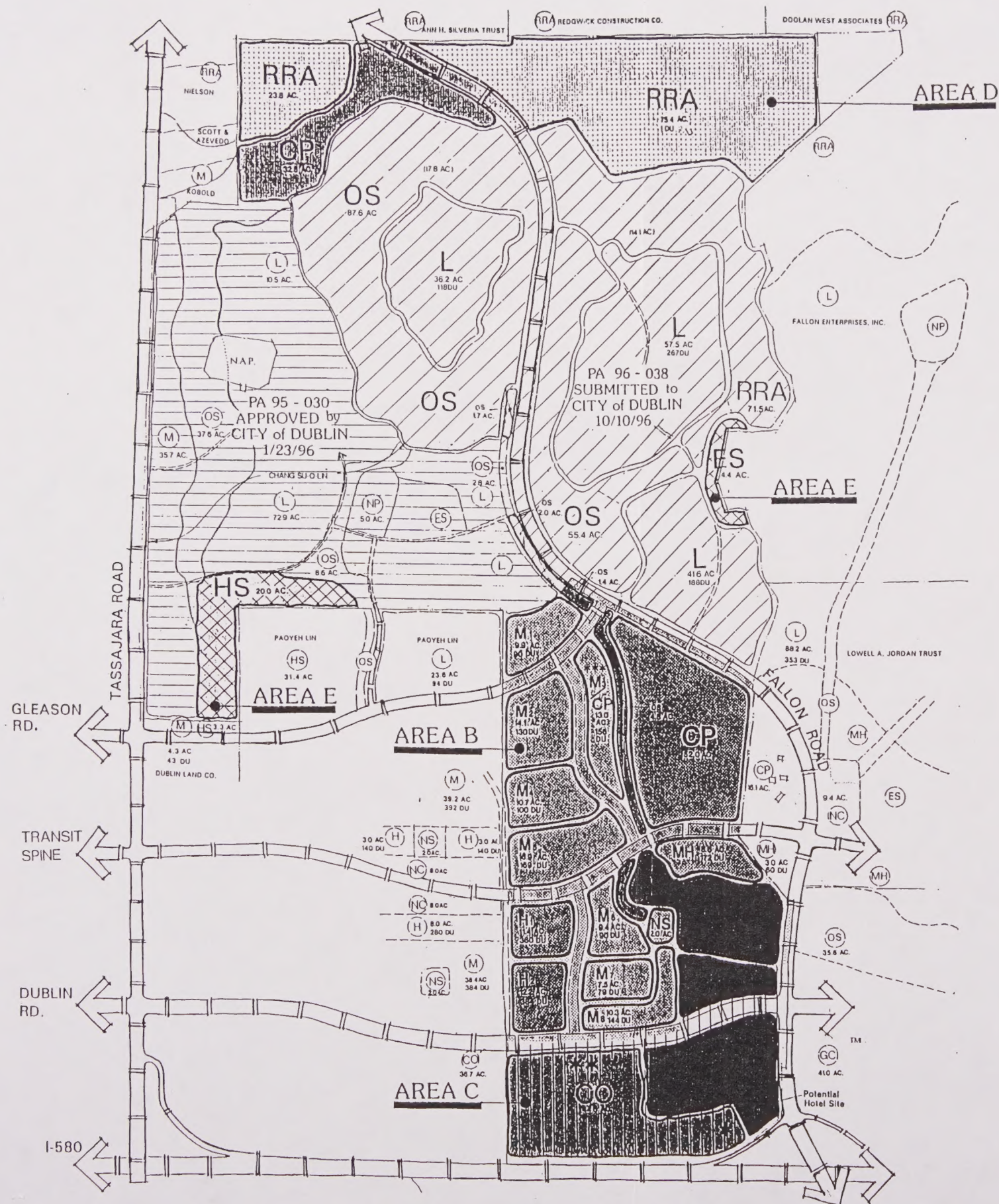
STUDENTS / STUDENT

1. Name
2. Address
3. Phone
4. Email

5. Date of Birth
6. Date of Admission

7. Date of Graduation
8. Date of Completion

9. Date of Enrollment
10. Date of Withdrawal



LAND USE & DEVELOPMENT PLAN / DISTRICT PLANNED DEVELOPMENT PLAN

Tabulation

LAND USE	AREA B		AREA C		AREA D		AREA E		TOTAL	
	AC	DU	AC	DU	AC	DU	AC	DU	AC	DU
II	216	744							216	744
MII	8.6	172							8.6	172
MI	918	958							918	958
RRA					99.2	1			99.2	1
GC			41.2						41.2	
CO			44.6						44.6	
CP	52.0				32.8				84.8	
NS	2.0								2.0	
OS	12.4								12.4	
ES							4.4		4.4	
HS							20.0		20.0	
TOTAL	280.4	1874	85.8		132.0	1	24.4		452.6	1875

* Permitted expansion area for Hotel Site.

** "Medium, Medium-High and High Density Residential uses are conditionally allowed in this Campus/Office District as part of a master planned mixed use development. Residential uses can not occupy more than 50% of the developed area."

DUBLIN RANCH

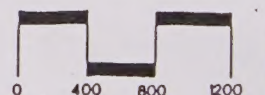
AREAS B-E
PLANNED DEVELOPMENT DISTRICT
LAND USE AND DEVELOPMENT PLAN /
DISTRICT PLANNED DEVELOPMENT PLAN
Dublin, California

September 1996

Rev: June 1997



North



MacKay & Soms • Engineering & Planning
William Hezmalhalch Architects, Inc. •
Architecture and Planning
NUVIS • Landscape Architecture

RESOLUTION NO. 52- 98

A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF Dublin

ADOPTING A NEGATIVE DECLARATION FOR PA 97-040, CASTERSON PROPERTY
DEVELOPMENT - GENERAL PLAN/SPECIFIC PLAN AMENDMENT, PD REZONING,
VESTING TENTATIVE MAP, AND SITE DEVELOPMENT REVIEW

WHEREAS, James Tong, on behalf of Clyde Casterson, has submitted applications to the City of Dublin requesting approval of a General Plan/Specific Plan Amendment, Planned Development Rezoning, Vesting Tentative Map and Site Development Review, as represented by the plans, diagrams, and text in Exhibit A-1, to subdivide a 19 ± acre parcel for 109 homes with public and private open space, and a regional trail along the Tassajara Creek, in the Eastern Dublin Specific Plan area; and

WHEREAS, the California Environmental Quality Act (CEQA), together with State guidelines and City environmental regulations require that certain projects be reviewed for potential environmental impacts and that environmental documents be prepared; and

WHEREAS, an Initial Study was conducted for this project with the finding that this Project is located within the boundaries of the Eastern Dublin Specific Plan area and is considered one in a series of actions covered within the scope of the Program EIR. The Eastern Dublin Specific Plan was adopted in 1994 and has a certified Program EIR (SCH No. 91-103064). The Program EIR & Addendum adequately describe the impacts of the project, and there have been no substantial changes or new information which would necessitate supplementing the Program EIR pursuant to Public Resources Code section 21166 and CEQA guidelines Section 15162; and

WHEREAS, the Initial Study was prepared to evaluate site-specific impacts of the project (to a greater level of detail than in the Program EIR) pursuant to CEQA guidelines Section 15168. The discussion in the Initial Study explains that the Mitigation Measures previously adopted for the Program EIR and addendum continue to apply to this project, and also help to reduce the potential site-specific impacts of the project to a level of insignificance. In addition, standard city requirements, improvements, and design aspects of the proposed project which have been incorporated in the proposal collectively reduce the potential impacts to a less-than significant level. The Initial Study has resulted in the conclusion that the proposed project will not create any new significant impacts which were not already covered by the EIR, nor require any new mitigation measures; and

WHEREAS, a Negative Declaration has been prepared for this application and is on file in the Dublin Planning Department; and

WHEREAS, the Planning Commission did review and use their independent judgment to consider the Negative Declaration at a public hearing held on April 14, 1998; and

WHEREAS, proper notice of said hearing was given in all respects as required by law.

WHEREAS, the Planning Commission did adopt a Resolution recommending that the City Council adopt a Negative Declaration for the Casterson Property Development Project, PA 97-040; and

WHEREAS, a properly noticed public hearing was held by the City Council on May 5, 1998; and

WHEREAS, the Staff Report was submitted recommending that the City Council adopt a Negative Declaration for the Casterson Property Development Project; and

WHEREAS, the City Council did hear and use their independent judgment and consider all said reports, recommendations and testimony hereinabove set forth.

NOW, THEREFORE, BE IT RESOLVED THAT THE Dublin City Council does hereby find that:

- A. Pursuant to the California Environmental Quality Act (CEQA) the City finds that this residential project is within the scope of the Final Environmental Impact Report for the Eastern Dublin General Plan Amendment and Specific Plan (SCH 91103064) and the Mitigated Negative Declaration for the Eastern Dublin Specific Plan Amendment and City of Dublin General Plan Amendment (SCH 96092092). In addition, site-specific environmental affects have been analyzed in an initial study dated February 24, 1998, and circulated for public review, during which time 2 comments were received on the proposed Negative Declaration. The Casterson Property Residential project application will not have a significant effect on the environment with the application of previously identified mitigation measures, based on a review of the Initial Study and public testimony.
- B. The Negative Declaration has been prepared in accordance with State and local environmental laws and guideline regulations.
- C. The Negative Declaration is complete and adequate.

NOW, THEREFORE BE IT FURTHER RESOLVED THAT THE Dublin City Council does hereby adopt the Negative Declaration for PA 97-040, Casterson Property Development.

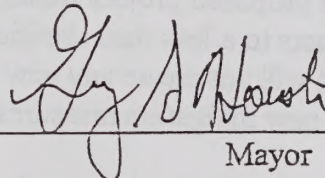
PASSED, APPROVED and ADOPTED this 5th day of May, 1998.

AYES: *Councilmembers Barnes, Burton, Lockhart and Mayor Houston*

NOES: *None*

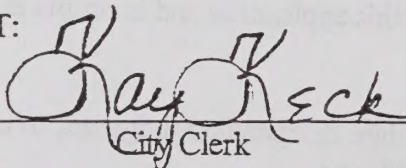
ABSENT: *Councilmember Howard*

ABSTAIN: *None*



Mayor

ATTEST:



City Clerk

RESOLUTION NO. 53 - 98

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DUBLIN

ADOPTING A SPECIFIC PLAN / GENERAL PLAN AMENDMENT FOR
PA 97-040 CASTERSON PROPERTY DEVELOPMENT

WHEREAS, James Tong, on behalf of Clyde Casterson (Applicant/Developer), has requested approval of a Specific Plan/General Plan Amendment and Planned Development Rezone / Development Plan (Exhibit A-1) to allow for the subdivision of a 19 ± acre parcel for a residential subdivision of 109 residential lots, with public and private open space, and a regional trail along the Tassajara Creek stream corridor, in the Eastern Dublin Specific Plan area; and

WHEREAS, pursuant to the California Environmental Quality Act (CEQA) the City has found, pursuant to CEQA Guidelines Section 15182, that the proposed residential project is within the scope of the Final Environmental Impact Report for the Eastern Dublin General Plan Amendment and Specific Plan (SCH 91103064) and the Mitigated Negative Declaration for the Eastern Dublin Specific Plan Amendment and City of Dublin General Plan Amendment (SCH 96092092), and site-specific environmental affects have been analyzed in an initial study dated February 24, 1998, and circulated for public review, during which time 2 comments were received on the proposed Negative Declaration; and

WHEREAS, the Planning Commission has reviewed and recommended approval of a Negative Declaration for this project (Resolution No. 98-14); and

WHEREAS, the proposed General Plan/Specific Plan Amendment diagrams are contained in the Development Plan attached to the City Council Staff Report as Exhibit A-1 and incorporated herein by reference; and

WHEREAS, the Planning Commission did hold a properly noticed public hearing on said application on April 14, 1998, and did adopt a Resolution recommending that the City Council adopt the General Plan/Specific Plan Amendment for PA 97-040; and

WHEREAS, a properly noticed public hearing was held by the City Council on May 5, 1998; and

WHEREAS, the Staff Report was submitted recommending that the City Council adopt the General Plan/Specific Plan Amendment; and

WHEREAS, the City Council did hear and use their independent judgment and consider all said reports, recommendations and testimony hereinabove set forth.

NOW, THEREFORE, BE IT RESOLVED THAT THE Dublin City Council does hereby find that:

1. The proposed Amendments are consistent with the goals, general provisions and purpose of the Dublin General Plan and the Eastern Dublin Specific Plan as proposed to be amended herein; and
2. The Amendments are appropriate for the subject property in terms of land use compatibilities; will not overburden public services; and will provide a comprehensive plan for development of the site while preserving portions of the site for open space; and
3. The changes to the General Plan and EDSP will provide minor revisions to the land use designations for this property, changing approximately 5 acres from "Middle School" to "Medium Density Residential" as reflected on the Development Plan, included as a part of Exhibit A-1 to this resolution. The change to this land use is appropriate based upon the analysis contained in the staff report, will provide a development pattern consistent with the Specific Plan goals, and will help implement policies of the General Plan and EDSP regarding development in Eastern Dublin
4. The Amendments will not have substantial adverse effects on health or safety, or be substantially detrimental to the public welfare, or be injurious to property or public improvements.

BE IT FURTHER RESOLVED THAT THE Dublin City Council does hereby adopt the General Plan/Specific Plan Amendment for the Casterson Property Residential Development, PA 97-040.

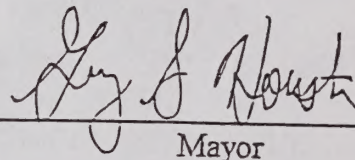
PASSED, APPROVED AND ADOPTED this 5th day of May 1998.

AYES: *Councilmembers Barnes, Burton, Lockhart and Mayor Houston*

NOES: *None*

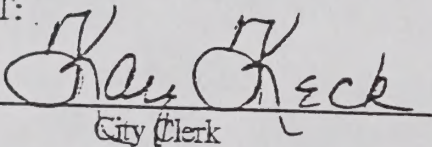
ABSENT: *Councilmember Howard*

ABSTAIN: *None*

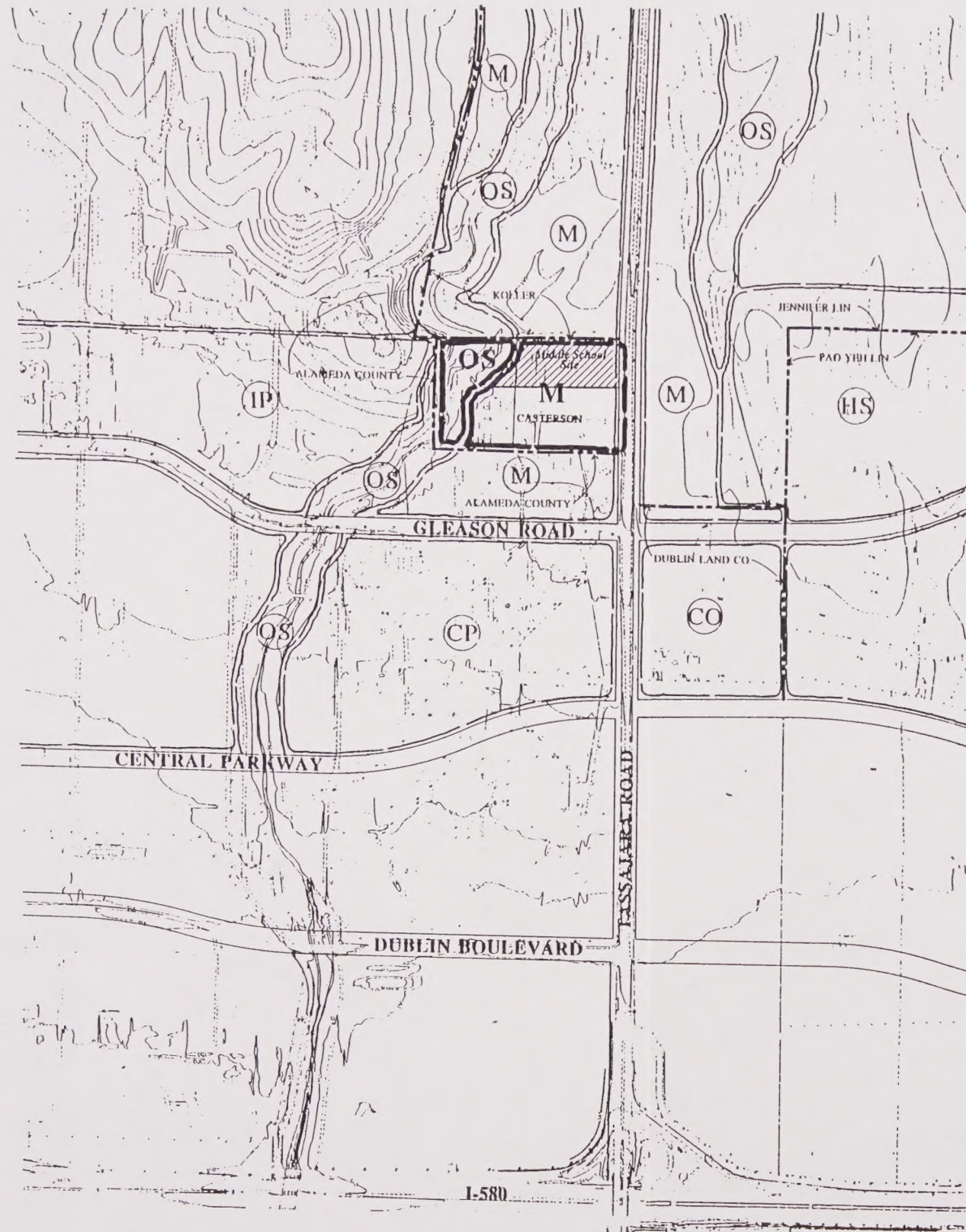


Mayor

ATTEST:



City Clerk



GENERAL PLAN/ SPECIFIC PLAN AMENDMENT PLAN

Specific Plan Land Use Summary

Medium Density Residential	9.64
Middle School	5.0
Open Space	4.0
TOTAL	18.64 ac. gross

Stage 1 Site Plan

Medium Density Residential	13.81
Open Space	4.83
TOTAL	18.64 ac. gross

Area Affected by GPA/SPA:



Middle School Land Use
to revert to underlying
Medium Density Residential
land use designation.

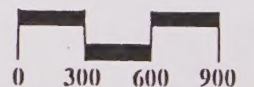
CASTERSON
PROPERTY

Dublin, California

October 1997



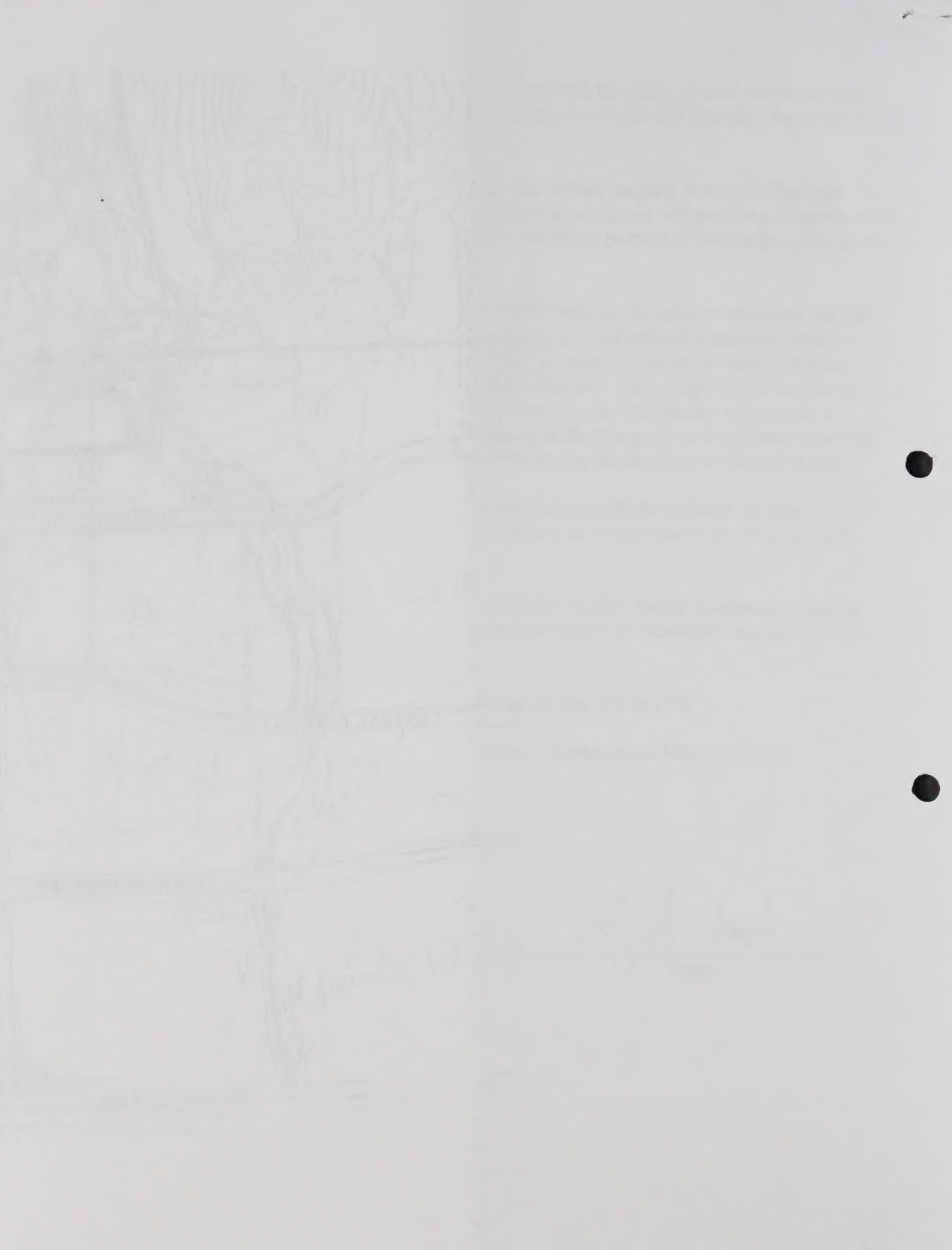
North



MACKEY & SOMPS

CIVIL ENGINEERING • LAND PLANNING • LAND SURVEYING
5142 FRANKLIN DRIVE, SUITE B PLEASANTON, CA 94588

EXHIBIT A-1



RESOLUTION NO. 114 - 98

A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF DUBLIN

* * * * *

APPROVAL OF PA 98-029 DEVELOPMENT
ELEVATION CAP - GENERAL PLAN AMENDMENT

WHEREAS, the City recognized the need to identify a geographic area of urban development potential within the Dublin city limits and the adopted sphere of influence; and

WHEREAS, this geographic area of urban development potential is referred as the "Development Elevation Cap"; and

WHEREAS, a General Plan Amendment is proposed that would identify areas of urban development potential; incorporate a development elevation cap boundary within the Eastern Extended Planning Area; and include new General Plan policies addressing the Development Elevation Cap; and

WHEREAS, the purpose of the Development Elevation Cap is to clearly identify areas of urban development potential where orderly and logical growth can occur without major impacts to visually sensitive ridgeands and biologically sensitive habitat areas, or to public services and infrastructure; and

WHEREAS, the Development Elevation Cap is a long-term commitment by the City to manage growth within the current City limits and the Eastern Extended Planning Area, and identifies where development is expected to occur over the next 20 to 25 years; and

WHEREAS, the Development Elevation Cap General Plan Amendment is consistent with other policies and programs of the Dublin General Plan that recognize the potential extent of urban development over the life of the General Plan; and

WHEREAS, According to Section 15061 (a)(3) of the California Environmental Quality Act (CEQA), the project is exempt from CEQA because the project will not have the potential for causing a significant effect on the environment and the project is within the scope of the following public record documents: Dublin General Plan (incorporating the Eastern Dublin General Plan Amendment); the Eastern Dublin Specific Plan, and the Eastern Dublin General Plan Amendment and Specific Plan EIR; and

WHEREAS, the Planning Commission held a duly noticed public hearing on the PA 98-029 Urban Opportunity Area General Plan Amendment on April 14, 1998, which included General Plan policies for both the Eastern and Western Extended Planning areas, and considered all written and oral testimony submitted at the public hearing; and

WHEREAS, due to some concerns raised prior to the April 14, 1998 meeting regarding PA 98-029 Urban Opportunity Area General Plan Amendment, staff recommended a continuance of the public hearing to the April 28, 1998 Planning Commission meeting; and

WHEREAS, on April 28, 1998, the Planning Commission considered all written and oral testimony submitted at the public hearing, and adopted Resolution No. 98-18 recommending City Council approval of the Urban Opportunity Area General Plan Amendment; and

A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF BURLINGAME

AN ORDINANCE OF THE CITY OF BURLINGAME
RELATIVE TO THE BURLINGAME PLANNING COMMISSION

WHEREAS, the City Council has adopted a policy to encourage the development of the City of Burlingame and the adjacent areas of the County of San Diego;

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WHEREAS, the City Council has adopted a policy to encourage the development of the City of Burlingame and the adjacent areas of the County of San Diego;

WHEREAS, the City Council held a duly noticed public hearing on the PA 98-029 Urban Opportunity Area General Plan Amendment on May 19, 1998 and considered all written and oral testimony submitted at the public hearing; and

WHEREAS, at the May 19th City Council meeting, the Council directed Planning staff to return to the Planning Commission with a modified General Plan Amendment project that separates the process from the Western Extended Planning Area and moves forward with policies for just the Eastern Extended Planning Area and that includes the wording "elevation cap" in the title of the General Plan Amendment; and

WHEREAS, the Planning Commission held a duly noticed public hearing on the PA 98-029 Development Elevation Cap General Plan Amendment on June 9, 1998 and considered all written and oral testimony submitted at the public hearing and adopted Resolution No. 98-26 recommending City Council adoption of the Development Elevation Cap General Plan Amendment; and

WHEREAS, the City Council held a duly noticed public hearing on the PA 98-029 Development Elevation Cap General Plan Amendment on July 7, 1998 and considered all written and oral testimony submitted at the public hearing.

NOW, THEREFORE, BE IT RESOLVED THAT THE Dublin City Council does hereby find that:

1. The PA 98-029 Development Elevation Cap General Plan Amendment, as described in Attachment 1-A of this Resolution, is consistent with the Dublin General Plan.
2. This General Plan Amendment is necessary for identifying a geographic area of urban development potential within the Dublin city limits and the adopted sphere of influence, within the Eastern Extended Planning Area, where orderly and logical growth can occur without major impacts to visually sensitive ridgelands and biologically sensitive habitat areas, or to public services and infrastructure.
3. The General Plan Amendment is consistent with other policies and programs of the Dublin General Plan that recognize the potential extent of urban development over the life of the General Plan within areas that would not result in impacts to public services, visually sensitive ridgelands and biologically sensitive habitat areas.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Dublin City Council hereby approves PA 98-029 Development Elevation Cap General Plan Amendment, attached as Attachment 1-A and incorporated herein by reference.

PASSED, APPROVED AND ADOPTED this 7th day of July, 1998.

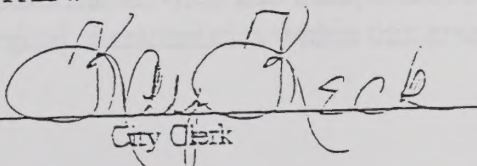
AYES: Councilmembers Barnes, Burton, Howard, Lockhart and Mayor Houston

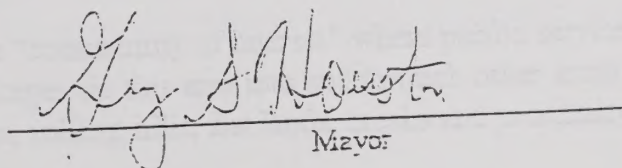
NOES: None

ABSENT: None

ABSTAIN: None

ATTEST:


City Clerk


Mayor

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GENERAL PLAN AMENDMENT

DEVELOPMENT ELEVATION CAP

AMENDMENT 1.4: PRIMARY PLANNING AREA AND EXTENDED PLANNING AREA

[Add the following text to end of Section 1.4]

Development Elevation Cap - Eastern Extended Planning Area

The Development Elevation Cap is a long-term commitment by the City of Dublin to manage growth within the current City limits and the Eastern Extended Planning Area. The Development Elevation Cap establishes a boundary identifying where development is expected to occur pursuant to the General Plan over the next 20 to 25 years. The purpose of the Development Elevation Cap is to clearly identify geographic areas of urban development potential within the Dublin city limits and the adopted sphere of influence where orderly and logical growth can occur without major impacts to visually sensitive ridgelands and biologically sensitive habitat areas, or to public services and infrastructure. The term "urban development" means residential and non-residential development at or below the 770 foot elevation line; reservoirs, water lines, grading, or other infrastructure and construction activities necessary for serving or establishing such urban development may be located or occur above the 770 foot elevation.

The Development Elevation Cap policies are consistent with existing City General Plan policies and programs that recognize the extent of urban development within areas that would not result in impacts to public services and infrastructure, visually sensitive ridgelands and biologically sensitive habitat. The Development Elevation Cap policies support the City's existing policies of ensuring that any new development requiring urban levels of service within the Eastern Extended Planning Area occurs in a logical, orderly manner adjacent to existing development and incorporating open space systems and preserving Dublin's visual qualities within the Eastern Extended Planning Area.

The Development Elevation Cap in Eastern Dublin is defined as the 770 foot elevation and areas at or below this elevation are areas of urban development potential located within the City limits and adopted sphere of influence in Eastern Dublin (see Figures 1-2 and 1-4). Areas within the Development Elevation Cap are bounded by open space and rural residential areas to the east and north and areas of high elevation. The 770 foot elevation reflects the highest serviceable elevation for water service based on 1) the adopted General Plan and the Eastern Dublin Specific Plan; and 2) the adopted Dublin San Ramon Services District - Eastern Dublin Facilities Plan dated June, 1997.

The area of urban development potential reflects the "community of interest" where public services, schools, commercial services and transportation linkages tie this area into and through other areas of Dublin. Physical characteristics within this area (i.e., rolling hills, flat lands, creeks and proximity to

major transportation links, such as freeways, major streets and BART) enhance the sense of community and association with Dublin. Almost all of the development areas within the Development Elevation Cap are within the adopted Eastern Dublin Specific Plan area. Several smaller areas (north near the Contra Costa County line and east of Croak Road) are outside the adopted Eastern Dublin Specific Plan area, but within the City's adopted sphere of influence as defined by the Local Agency Formation Commission.

The City of Dublin has defined a plan for phased and appropriate urban development of this area either through the General Plan and/or the Eastern Dublin Specific Plan. Logical extension of public services and infrastructure in this area will be accomplished in an orderly and environmentally sound expansion and the 770 foot elevation reflects the logical boundary for this extension.

Implementing Policies - Development Elevation Cap - Eastern Extended Planning Area

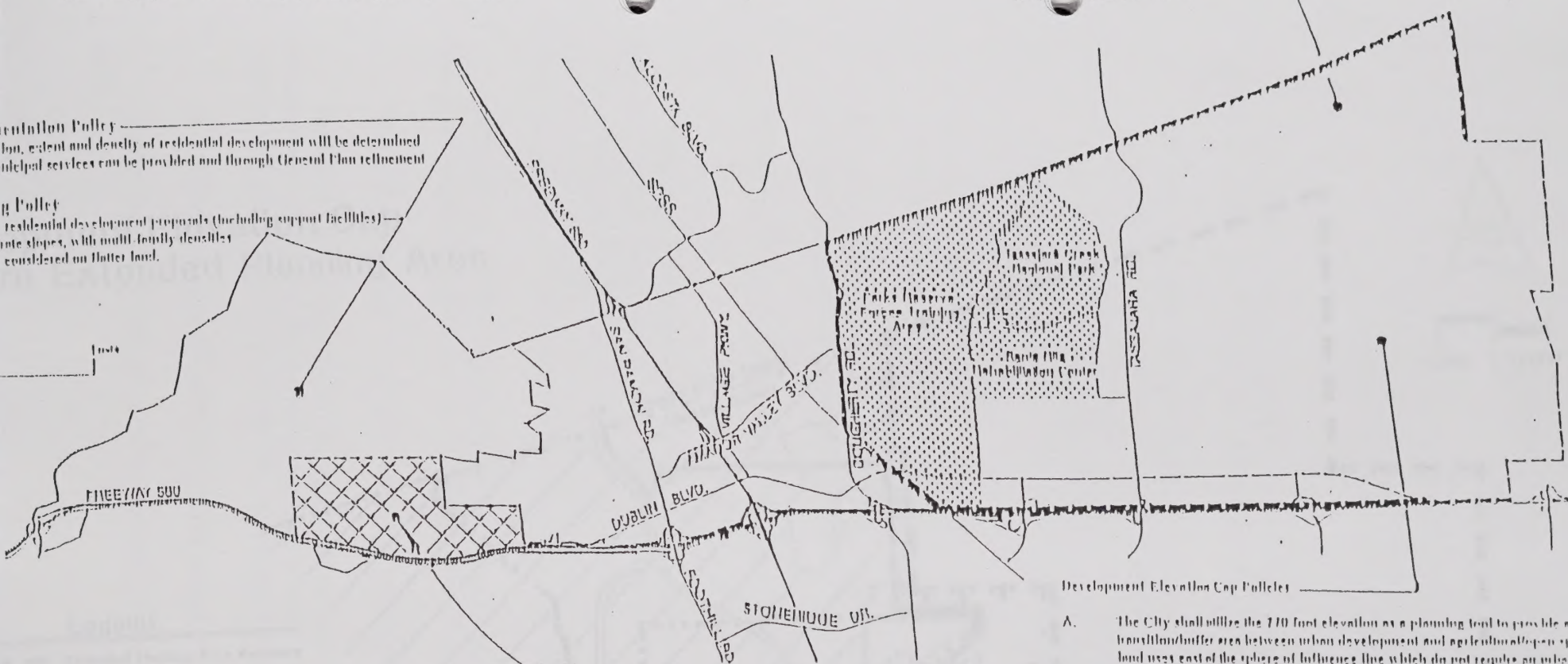
- A. The City shall utilize the 770 foot elevation as a planning tool to provide a transition/buffer area between urban development and agricultural/open space land uses east of the sphere of influence line which do not require an urban level of public service and infrastructure.
- B. Urban land uses may be approved for areas beyond the Development Elevation Cap only when land use information is available covering the potential impacts associated with natural resources, public health and safety, visually sensitive resources, biologically sensitive habitat areas, infrastructure, future land uses and other issues, as reviewed through a General Plan Amendment.
- C. A new specific plan or amendment to the existing Eastern Dublin Specific Plan will be required before any urban development is approved for those areas outside the Development Elevation Cap not covered by the present Specific Plan. The Specific Plan(s) shall include new policies and action programs which further the goals and policies of the General Plan and are designed specifically for the Eastern Extended Planning Area.
- D. Development of property with an approved urban land use designation under the Eastern Dublin Specific Plan that is located both below and above the Development Elevation Cap may be considered consistent with the Development Elevation Cap so long as all other applicable General Plan, Specific Plan and other development policies are complied with.

GENERAL PLAN FIGURE AMENDMENTS

[Figure 1-2 has been amended to show the Development Elevation Cap policies]
[Figure 1-4 has been added to show Development Elevation Cap boundary within the Eastern Extended Planning Area]

Eastern Extended Planning Area
See Figure 20: Eastern Dublin
General Amendment

residential development proposals (including support facilities)-
into slopes, with multi-family dwellings
considered on flatter land.



Development Elevation Cap Policies

- A. The City shall utilize the 710 foot elevation as a planning tool to provide a transitional buffer area between urban development and agricultural/open space land uses east of the sphere of influence line which do not require an urban level of public service and infrastructure.
- B. Urban land uses may be approved for areas beyond the Development Elevation Cap only when land use information is available covering the potential impacts associated with natural resources, public health and safety, visually sensitive resources, biologically sensitive habitat areas, infrastructure, future land uses and other issues, as reviewed through a General Plan Amendment.
- C. A new specific plan or amendment to the existing Eastern Dublin Specific Plan will be required before any urban development is approved for those areas outside the Development Elevation Cap and covered by the present Specific Plan. The Specific Plan(s) shall include new policies and action programs which further the goals and policies of the General Plan and are designed specifically for the Eastern Extended Planning Area.
- D. Development of property with an approved urban land use designation under the Eastern Dublin Specific Plan that is located both below and above the Development Elevation Cap may be considered consistent with the Development Elevation Cap to long as all other applicable General Plan, Specific Plan and other development policies are complied with.

	Resident/Un/Used Space (see note)
	Public Lands
	Schnefer Ranch (See Figure 1-3 Schnefer Ranch G.P.A.)

Wingard-Dyell, Urban and Regional Planning
As Antecedent May, 1998

14 June 1962

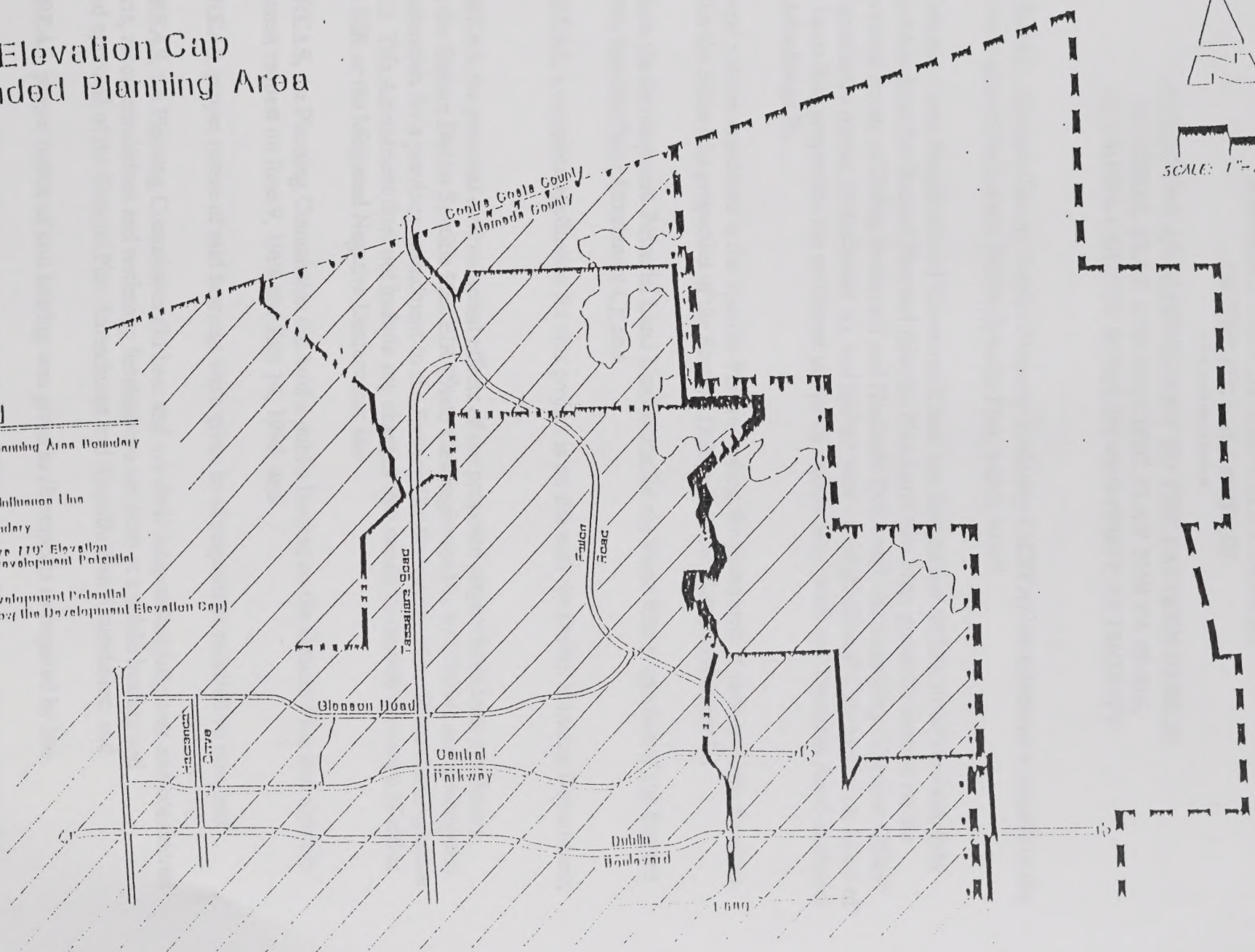
Development Elevation Cap in Extended Planning Area



SCALE: 1"=2000'

Legend

- Extended Planning Area Boundary
- City Limits
- Sphere of Influence Line
- EDDP Boundary
- Area Above 170' Elevation
With the Development Potential
- Urban Development Potential
(Area Below the Development Elevation Cap)





1. Extended Ground View
 2. Elevation Sub

RESOLUTION NO. 127 - 98

A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF DUBLIN

APPROVING AN AMENDMENT TO THE EASTERN DUBLIN
GENERAL PLAN AND SPECIFIC PLAN FOR PA 98-016,
ALAMEDA COUNTY SURPLUS PROPERTY AUTHORITY

WHEREAS, Alameda County Surplus Property Authority (ACSPA) has submitted a request to the City of Dublin to amend the Eastern Dublin Specific Plan, which would:

- a) Delete the 5-acre Neighborhood Commercial land use designation on Site 16 of the Santa Rita properties from the General Plan and Specific Plan Land Use Map, generally located on the southwest corner of Dublin Boulevard and Hacienda Drive with the underlying "Campus Office" designation to remain (Attachment A), and limited uses to Neighborhood Commercial on Site 3 of the Santa Rita properties, the northwest corner of Dublin Boulevard and Tassajara Road as shown on Attachment B;
- b) Amend policies contained in the Specific Plan regarding the placement of park-and-ride facilities within the Santa Rita properties of the Eastern Dublin Specific Plan (Attachment B)
- c) Update the Development Potential Land Use Matrix for the Santa Rita properties of the Eastern Dublin Specific Plan (Attachment C); and

WHEREAS, a complete application for this project is on file with the Dublin Planning Department; and

WHEREAS, the potential environmental effects of the proposed project have been previously addressed in the Eastern Dublin Specific Plan EIR (State Clearinghouse No. 91103064) and a Mitigated Negative Declaration for a previous amendment to the Eastern Dublin Specific Plan (State Clearinghouse No. 9692092). This Amendment does not include any changes that would be outside the scope of either the Program EIR or the Mitigated Negative Declaration; and

WHEREAS, the Planning Commission did hold a public hearing on the General Plan and Specific Plan Amendment request on June 9, 1998 and July 14, 1998; and

WHEREAS, proper notice of said hearings were given in all respects as required by law; and

WHEREAS, the Planning Commission did hear and use their independent judgment and considered all said reports, recommendations and testimony hereinabove set forth at a public hearing and recommended approval of the General Plan Amendment and Specific Plan Amendment; and

WHEREAS, proper notice of said hearing was given in all respects as required by law.

NOW, THEREFORE, BE IT RESOLVED THAT THE Dublin City Council does hereby find that:

A. Proper environmental documentation has been prepared on the proposed Specific Plan Amendment in accordance with the California Environmental Quality Act.

B. The proposed deletion of the 5-acre Neighborhood Commercial land use designation on Site 16 will result in a more efficient use of land for proposed campus office uses on the site.

C. Alternative neighborhood serving commercial uses can be provided on Site 3.

D. The proposed amended policies regarding park-and-ride facilities will allow for improved siting of park-and-ride lots within the Eastern Dublin Specific Plan area.

E. The revised Development Potential land use matrix represents updated information regarding parcelization and land uses within the Santa Rita portion of the Eastern Dublin Specific Plan area

BE IT FURTHER RESOLVED THAT THE Dublin City Council hereby approvals an Amendment to the Eastern Dublin Specific Plan (PA 98-016), deleting the 5-acre Neighborhood Commercial designation on Site 16 of the Santa Rita properties (Attachment A), limiting future uses on Site 3 of the Santa Rita properties to neighborhood commercial (Attachment B), revising policies regarding park-and-ride facilities within the Santa Rita area of the Eastern Dublin Specific Plan (Attachment B) and updating the Development Potential land use matrix for the Santa Rita properties of the Eastern Dublin Specific Plan (Attachment C).

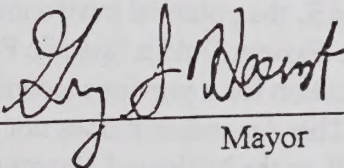
PASSED, APPROVED and ADOPTED this 4th day of August, 1998.

AYES: *Councilmembers Burton, Howard, Lockhart and Mayor Houston*

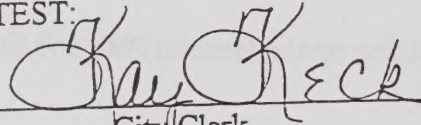
NOES: *None*

ABSENT: *Councilmember Barnes*

ABSTAIN: *None*

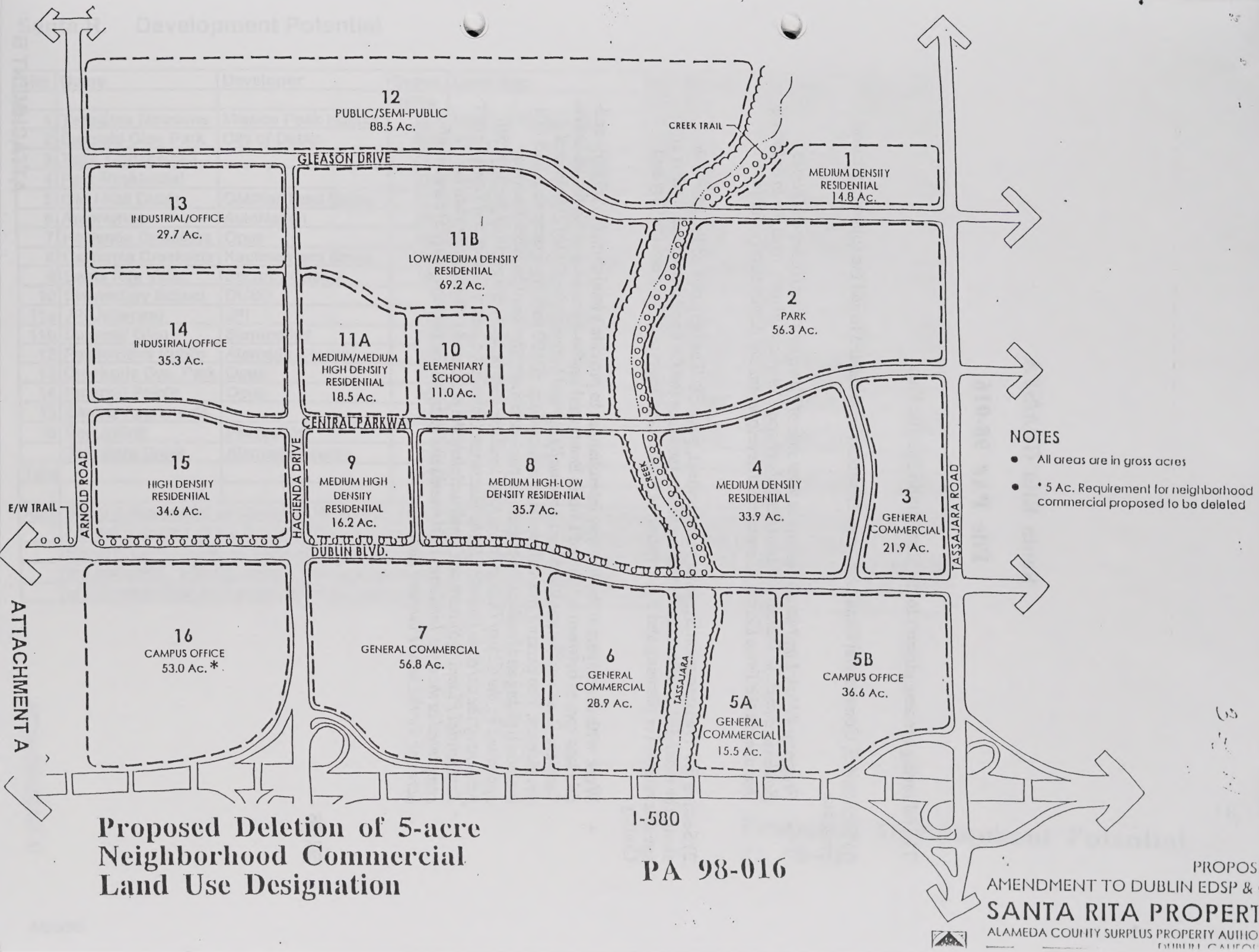


Mayor

ATTEST:


City Clerk

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Santa Rita GPA/SPA

File PA# 98-016

The following are amendments to the East Dublin Specific Plan

1) Section 4.5, Commercial Land Use, page 29 should be amended to add the following action program:

- *Program 4J (a): Limit land uses on the west side of Tassajara Road between Dublin Boulevard and the Transit Spine to Neighborhood Commercial uses, to assist in ensuring that uses in the Town Center -Commercial development are economically viable.*

2) Section 5.7 Transportation Systems Management, page 58. The language of Program 5-h should be amended to reflect the flexibility of site locations for park and ride lots as well as any specific targets for planning and construction of facilities as negotiated between the City and County.

- *Work with developers at the freeway interchanges to provide a minimum of 200 park-and-ride lots spaces between I-580 and Dublin Boulevard on the west sides of Hacienda Drive, Tassajara Road and Fallon Road or as mutually agreed between the City of Dublin and developers. The parking lots will provide a minimum of 100 parking spaces each and will include lighting and landscaping. Specific park-and-ride sites shall be identified and approved by the City of Dublin at the time land use entitlements are granted for fifty (50) percent of the acreage included in the Hacienda Gateway, County Center and Town Center-Residential Planning Subareas. Construction of the park-and-ride facilities shall be completed at the time land use entitlements are granted for seventy-five (75) percent of acreage for the same Planning Subareas.*

5/1/98

Santa R. Development Potential

Site	Name	Developer	Gross Acres	Land Use	Mid-Range Density	Average Sq. Ft.	Average Units
1	Tassajara Meadows	Mission Peak Homes	14.8	Medium Residential	10 du/ac		148
2	Emerald Glen Park	City of Dublin	56.3	Park	NA		
3	Tass. Commercial		21.9	General Commercial	0.3 FAR	286,189	
4	Park Residential		33.9	Medium Residential	10 du/ac		339
5	GM / Koll Dublin	GM/Koll Real Estate	52.1	Office/Commercial	see Note	737,579	
6	AutoNation	AutoNation	28.9	General Commercial	0.21 FAR	269,463	
7	Hacienda Crossings	Opus	56.8	General Commercial	0.21 FAR	530,536	
8	California Creekside	Kaufman and Broad	35.7	Low/Medium High Res.	5.5 to 16 du/ac		277
9	Santa Rita Villas	Security Capital	16.2	Medium High Res.	20 du/ac		324
10	Elementary School	DUSD	11	School	NA		
11a	JPI Jefferson	JPI	18.5	Medium High Res.	20 du/ac		335
11b	Summer Glen	Summerhill	69.2	Low/Med. Res.	4- 10 du/ac		328
12	Public/Semi Public	Alameda County	88.5	Public/Semi Public	0.25 FAR	963,765	
13	Creekside Bus. Park	Opus	29.7	Industrial/Office	0.37 FAR	478,681	
14	Emerald Pointe	Opus	35.3	Industrial/Office	0.37 FAR	568,937	
15	Central Apartments		34.6	High Residential	35 du/ac		1211
16	PeopleSoft	PeopleSoft	53	Campus Office	0.85 FAR	1,962,378	
	Tassajara Creek	Alameda County	29.1	Open Space	NA		
Total			685.5			5,797,528	2,962
Note Site 5 is designated as Campus Office (CO) at .4 FAR, but can also be developed as General Commercial (GC), at .25 FAR. For the purposes of the Specific Plan, it is assumed that the Site will be developed as half Campus Office and half General Commercial, at FARs of .4 and .25 respectively (453,895 sq.ft. and 283,684 sq.ft.) Different mixes of projects are permitted, with GC square feet equivalent to 1.6 times CO square feet. For example, a project with 550,000 sq.ft. of CO would limit the remainder of the site to either 223,618 sq. ft. of GC or 357,790 sq.ft of CO.							

ATTACHMENT C

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DUBLIN

ADOPTING A MITIGATED NEGATIVE DECLARATION, MITIGATION MONITORING PROGRAM
AND APPROVING A GENERAL PLAN AMENDMENT AND AN AMENDMENT TO THE
DOWNTOWN DUBLIN SPECIFIC PLAN FOR PA 98-013 THE STARWARD DRIVE SITE

WHEREAS, the DeSilva Group Inc, the site property owner, has requested approval of a General Plan Amendment from the "Retail / Office" to the "Medium Density Residential" land use category; a deletion of the site from the Downtown Dublin Specific Plan, and approval to subdivide a 2.4 acre parcel for 31 single family dwellings and related improvements on land generally located west of Starward Drive, east of San Ramon Road and north of the Shamrock Shopping Center (APN 941-0173-005-02 and City surplus land (with no APN) as shown on Attachment 1); and

WHEREAS, a completed application for each of the requested actions is available and on file in the Dublin Planning Department; and

WHEREAS, pursuant to the California Environmental Quality Act (CEQA) and implementing Guidelines, an Initial Study has been prepared to assess the proposed project. Based on the Initial Study, a Mitigated Negative Declaration and Mitigation Monitoring Program has been prepared with the finding that with the implementation of mitigation measures contained in the Initial Study, there will be no significant environmental impacts; and

WHEREAS, the Mitigated Negative Declaration and Mitigation Monitoring Program are on file in the Dublin Planning Department; and

WHEREAS, the Planning Commission did hold a properly noticed public hearing on said application on August 11, 1998, and did adopt a Resolution recommending that the City Council adopt a Mitigated Negative Declaration, a Mitigation Monitoring program and approve a General Plan Amendment and an Amendment to the Downtown Dublin Specific Plan for PA 98-013, Starward Drive Residential Project; and

WHEREAS, a properly noticed public hearing was held by the City Council on September 1, 1998; and

WHEREAS, a Staff Report was submitted recommending that the City Council approve the application; and

WHEREAS, the City Council did hear and use their independent judgment and considered all said reports, recommendations and testimony hereinabove set forth.

NOW, THEREFORE, BE IT RESOLVED THAT THE Dublin City Council does hereby make the following findings and determinations regarding said Mitigated Negative Declaration and Mitigation Monitoring Program:

1. The Starward Drive project application will not have a significant effect on the environment with the application of identified mitigation measures, based on a review of the Initial Study and public testimony.
2. The Mitigated Negative Declaration and Mitigation Monitoring Program have been prepared in accordance with State and local environmental laws and guideline regulations and reflects the independent judgment of the City of Dublin.

3. The Mitigated Negative Declaration and Mitigation Monitoring Program are complete and adequate.

NOW, THEREFORE, BE IT RESOLVED THAT the Dublin City Council does hereby make the following findings and determinations with regard to the proposed General Plan Amendment:

1. The proposed Amendment is in the public interest and is consistent with the goals, policies and implementing programs of the Dublin General Plan and all of the Elements comprising the General Plan.
2. The proposed Amendment is appropriate for the subject property in terms of land use compatibility, will not overburden public services; and will provide a comprehensive plan for development of the site.
3. The proposed amendment will provide new housing opportunities for home buyers which would not be available under the current General Plan Land Use designation of "Retail / Office". This will further goals of the Dublin Housing Element.
4. The Amendment will not have a substantial adverse effect on public health or safety, or be substantially detrimental to the public welfare, to be injurious to property or public improvements.

NOW, THEREFORE, BE IT RESOLVED THAT the Dublin City Council does hereby make the following findings and determinations with regard to the proposed Downtown Specific Plan Amendment:

1. The proposed Amendment to remove the site from the Downtown Specific Plan Area will not be detrimental to the Specific Plan and is consistent with the goals, purposes and objectives of the Downtown Dublin Specific Plan by increasing the number of residents within close proximity of the downtown area. This will increase patronage for existing and future businesses in Downtown Dublin.
2. The proposed development of Medium Density Residential will complement the Downtown Specific Plan by decreasing the amount of vehicular traffic in the area and increasing pedestrian and bicycle traffic to the downtown area by providing higher density housing in close proximity to the downtown area.
3. The proposed Amendment to the Specific Plan is in the public interest and will not have a substantial adverse effect on the public health or safety, or be substantially detrimental to the public welfare, or be injurious to property or public improvements.

BE IT FURTHER RESOLVED THAT THE Dublin City Council does hereby adopt the Mitigated Negative Declaration and Mitigation Monitoring Program, attached as Attachment 2 and 3 to the Staff Report for PA 98-013 and incorporated herein by reference and approves an Amendment to the Dublin General Plan, changing the land use designation on the Starward Drive site from "Retail / Office" to "Medium Density Residential," and approves deleting the Starward Drive site from the Downtown Dublin Specific Plan for PA 98-013, Starward Drive Residential Project.

PASSED, APPROVED AND ADOPTED this 1st day of September, 1998.

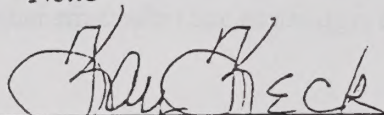
AYES: *Councilmembers Barnes, Burton, Howard, Lockhart and Mayor Houston*

NOES: *None*

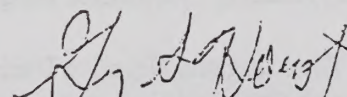
ABSENT: *None*

ABSTAIN: *None*

ATTEST:



City Clerk



Mayor



12 of 130

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Prepared For
City of Dublin

Contact:
Anne Kinney, Dublin Planning Department

Project
Starward Drive Residential Project

General Plan Amendment
Downtown Specific Plan Amendment
Rezoning
Tentative Tract Map
Site Development Review
Transfer of Real Property

PA 98-013

July, 1998

[Handwritten signature]

ATTACHMENT 2

12 of 130

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Prepared For
City of Dublin

Contact:
Anne Kinney, Dublin Planning Department

Project
Starward Drive Residential Project

*General Plan Amendment
Downtown Specific Plan Amendment
Rezoning
Tentative Tract Map
Site Development Review
Transfer of Real Property*

PA 98-013

July, 1998

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Table of Contents

Project Location and Characteristics.....	2
Project Description.....	2
Environmental Factors Potentially Affected.....	15
Determination :	15
Evaluation of Environmental Impacts.....	16
Environmental Impacts	17
Discussion of Checklist.....	23
I. Land Use and Planning	23
II. Population and Housing.....	25
III. Soils and Geology	26
IV. Water	28
V. Air Quality	31
VI. Transportation/Circulation	32
VII. Biological Resources.....	35
VII. Energy and Mineral Resources	36
IX. Hazards.....	36
X. Noise	37
XI. Public Services.....	38
XII. Utilities and Service Systems.....	40
XIII. Aesthetics.....	41
XIV. Cultural Resources	42
XV. Recreation.....	43
XVI. Mandatory Findings of Significance	43
Initial Study Preparer	45
Agencies and Organizations Consulted	45
References.....	45

City of Dublin

Environmental Checklist/
Initial Study

Project Location and Characteristics

The project site is located between Starward Drive and San Ramon Road, north of Amador Valley Boulevard. The site contains approximately 2.4 acres of land which is owned by the DeSilva Group. The Assessors Parcel Number (APN) for the site is 941-0173-005-02.

Surrounding land uses include an Alameda County Flood Control and Water Conservation District Zone 7 flood control channel immediately north of the site. North of the flood control channel single family homes have been constructed. West of the site, San Ramon Road has been built, with the roadbed elevated approximately seven (7) feet from the project site. A multi-family housing complex exists west of San Ramon Road. East of the site lies a single story professional office building and a vacant parcel of land. A major retail commercial shopping center (Shamrock Center) has been built south of the project site. Exhibit 1 depicts the project location.

The site is presently flat, having been graded prior to this application being filed. Trees have been planted along the southerly property line of the site with a small number of other trees scattered throughout the perimeter of the site. The site has a major expanse of frontage along Starward Drive and roadway improvements have already been installed adjacent to Starward Drive, including curb, gutter, sidewalk and street lighting. Existing site elevations are approximately 362 feet above sea level, although the site does have a slight but distinct slope toward Starward Drive, which has an elevation of approximately 359 feet above sea level adjacent to the project site.

Exhibit 2 depicts existing site conditions.

Project Description

The project involves a proposal to amend the City's General Plan, to amend the Downtown Specific Plan and rezone the project site to allow the development of single family homes on the site, along with associated improvements typical of a residential development. Exhibit 3 depicts the proposed General Plan Amendment and Rezoning. Exhibit 4 shows the proposed Amendment to the Downtown Specific Plan.

The project would consist of thirty-one (31) residential lots and five (5) lettered lots on the site. A detached single family home would be constructed on each of the lots. Lettered lots "A" through "F" would be devoted to permanent landscaping within and adjacent to the subdivision and Lot "E" would be reserved for a private road providing vehicular and pedestrian access into the project site. The road would be 24 feet in width. Exhibit 5 depicts the proposed Vesting Tentative Tract Map which would subdivide the site, if approved by the City of Dublin.

The private road would be constructed in a "U" shaped configuration, with two intersections along the west side of Starward Drive, as indicated on the Vesting Tentative Map. Residential lots and associated driveways would then front on the interior private road. Lots sizes are proposed to be varied, ranging in size from 2100 square feet to 3400 square feet each. Exhibit 6 shows a conceptual site plan for the project.

Dwellings proposed for the site would consist of two-story dwellings, each with an attached two car garage. Preliminarily, houses would range in size from 1350 square feet to 1663 square feet. Anticipated sales prices would be in the range of \$275,000 to \$325,000.

The proposed project would include grading of the site to promote improved on-site drainage. The preliminary grading plan indicates that grading would be balanced on the site, meaning that import of fill material would be required nor would material need to be exported from the site. The proposed project would also involve construction of related improvements as part of the subdivision, including underground water, sewer, drainage, natural gas and telecommunication facilities.

The project developer would install landscaping along the Starward Drive project frontage as well as the front yards of each dwelling. A landscaped tot lot would be provided on Lot A for use by residents. Landscaping would be maintained by a Homeowners Association. Exhibit 7 depicts the conceptual landscape plan for the project.

The project developer anticipates that the entire project would be built in a single phase of development, with the homes ready for occupancy by Fall, 1999.

To allow the construction of the proposed project, the applicant has requested the following approvals from the City of Dublin:

- A General Plan Amendment to change the General Plan Land Use Map designation from "Retail/Office" to "Medium Density Residential (6.1-14.0 dwellings per acre);"
- An Amendment to the Downtown Dublin Specific Plan to delete the project site from the Specific Plan area;
- A Zone Change from "C-O (Commercial Office)" to "Planned Development (Medium Density Residential);"
- A PD-Planned Development overlay on the site (confirm);
- Site Development Review (SDR) for 31 single family residences;
- A Vesting Tentative Tract Map to create 31 lots and six lettered lots.

If the approvals described above are granted, the applicants would then apply for encroachment, grading and building permits from the City of Dublin, necessary utility connection permits from the Dublin San Ramon Services District and encroachment permits from Alameda County Flood Control and Water Conservation District 7.

1551

The project would also involve a transfer of real property between the City of Dublin and the property owner. The City presently owns a small parcel of land approximately 0.03 acre) located on the west side of the site, adjacent to San Ramon Road. The site is identified on Exhibit 8. This site was dedicated to the City as a slope easement. It is the intent of the City to declare this site as surplus and transfer ownership to the DeSilva Group. This transfer would occur prior to or simultaneously with the consideration of the Vesting Tentative Tract Map. The Starward project has been designed with a retaining wall along a portion of the westerly property line to eliminate the need for the slope easement.

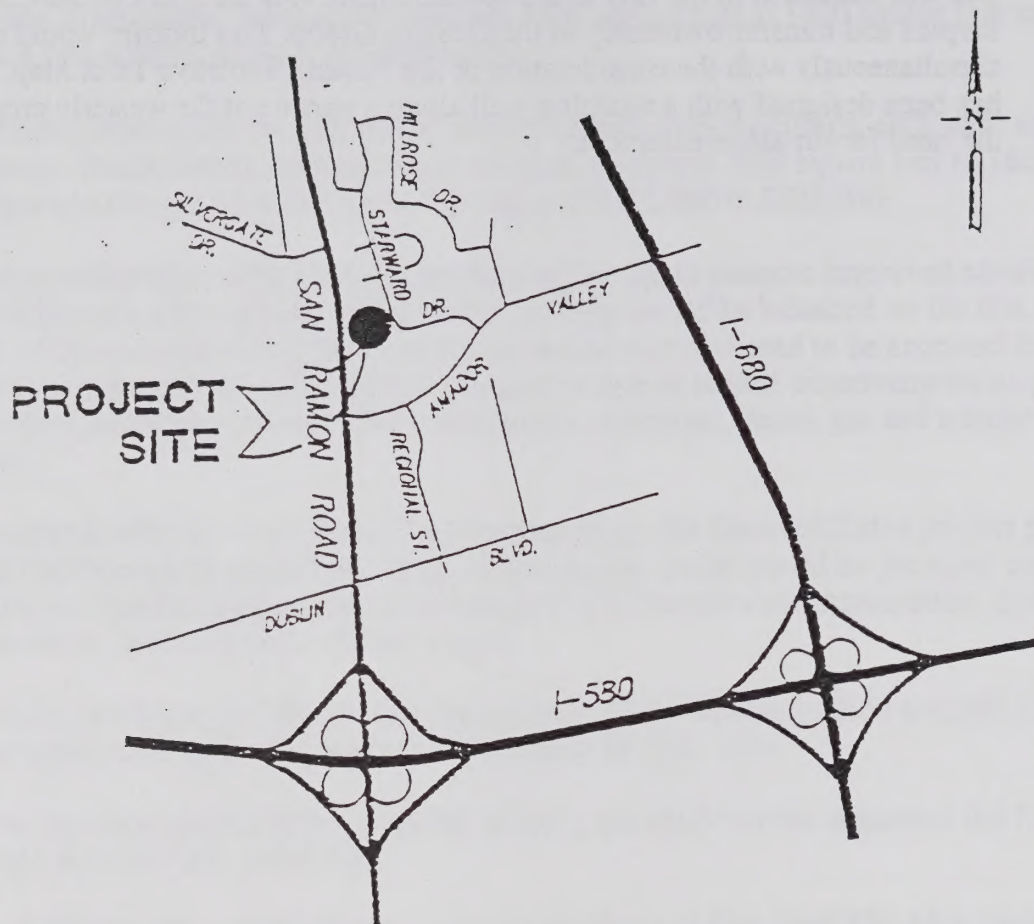
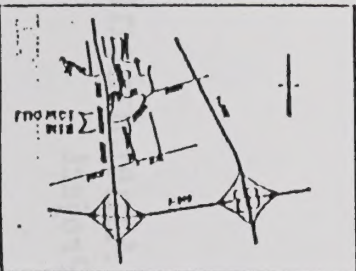
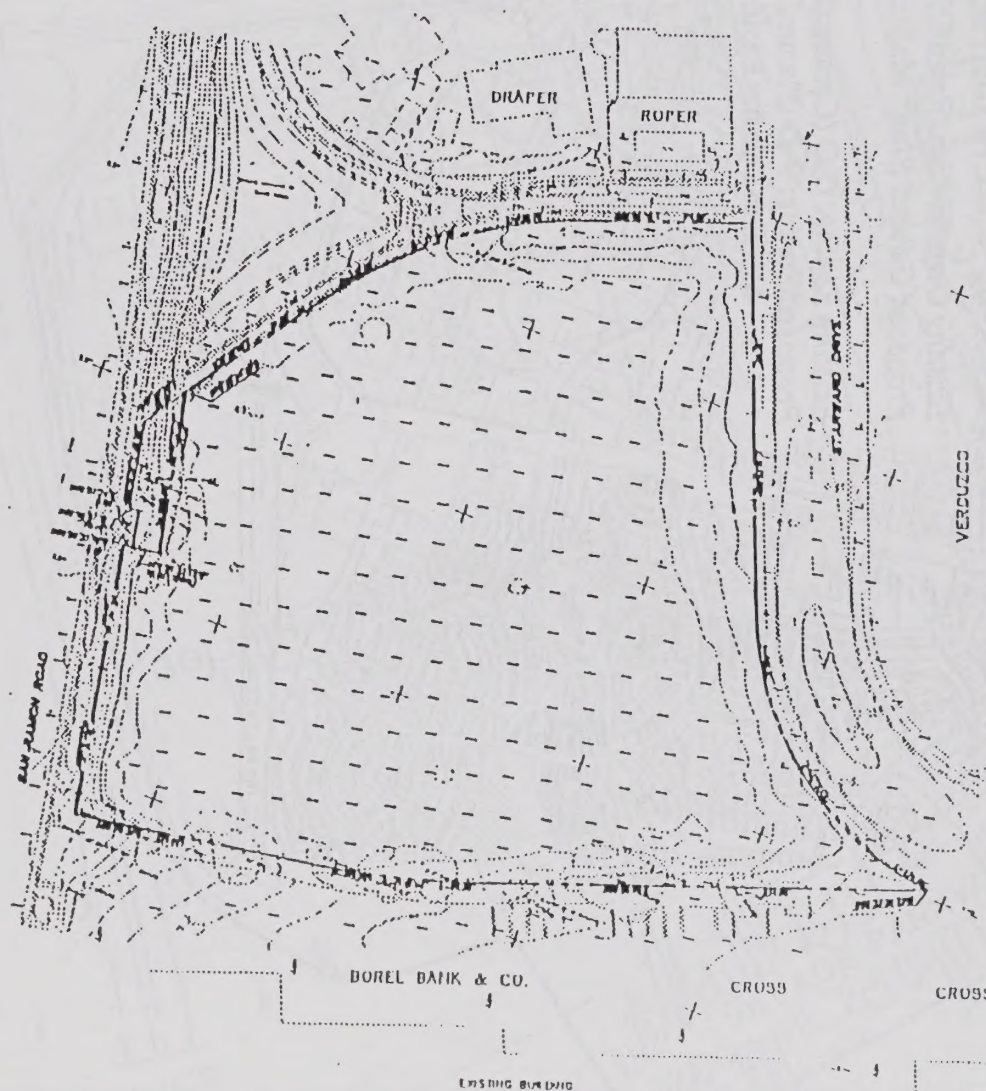


Exhibit 1
Project Location
Starward Drive Project



VICINITY MAP

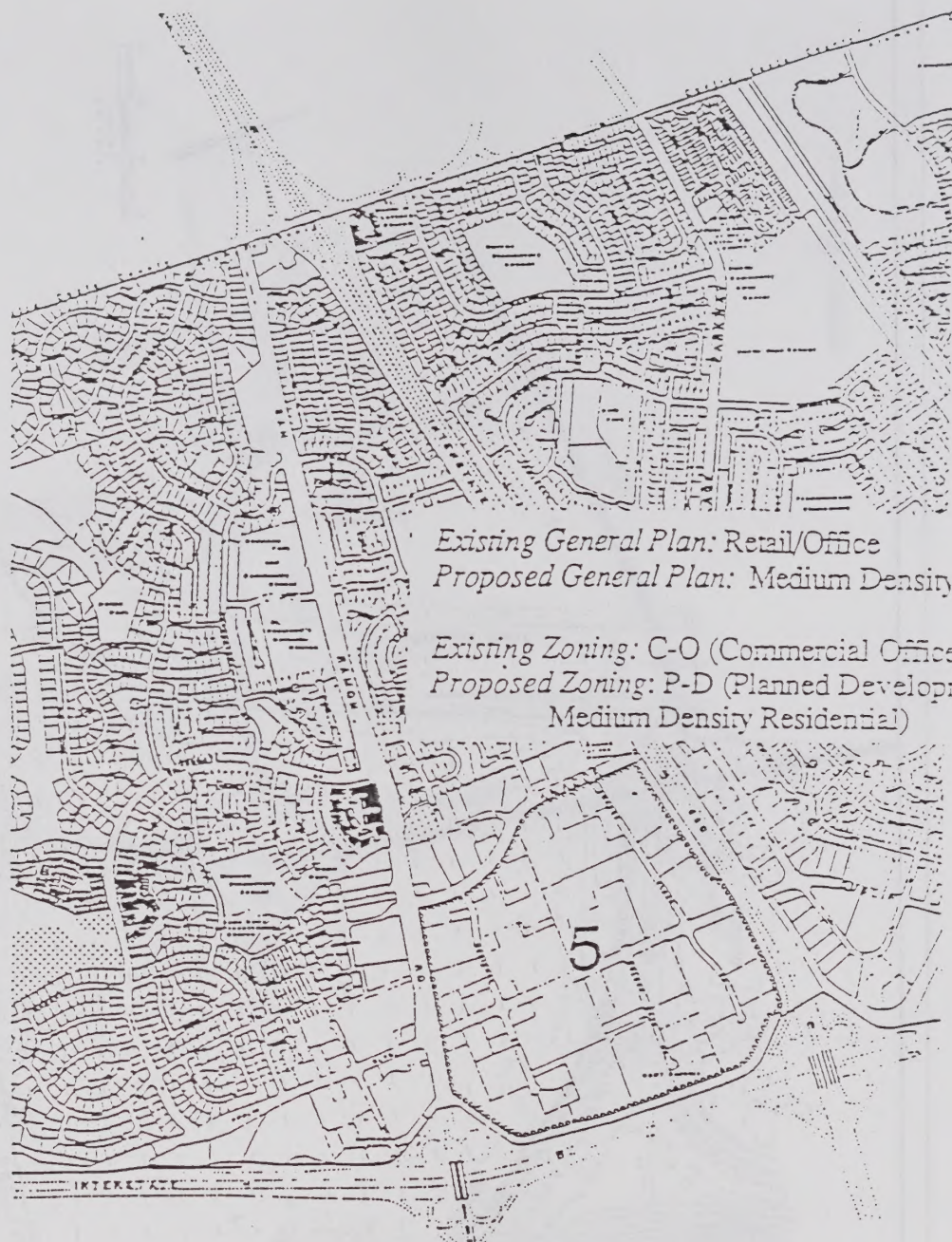


EXISTING CONDITION MAP - TRACT 7020

DRAWN BY: [illegible]
DATE: AUG 17, 1988

Exhibit 2
Existing Conditions
Starward Drive Project

18 of 130



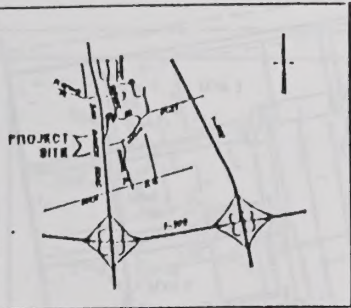
Existing General Plan: Retail/Office
Proposed General Plan: Medium Density Residential

Existing Zoning: C-O (Commercial Office)
Proposed Zoning: P-D (Planned Development,
Medium Density Residential)

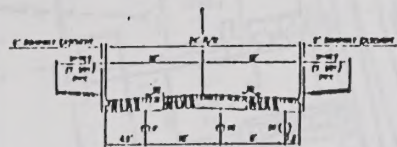
Exhibit 3
General Plan Amendment/Rezoning
Starward Drive Project

Exhibit 4
Specific Plan Amendment
Starward Drive Project

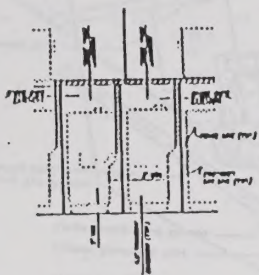
21 of 130



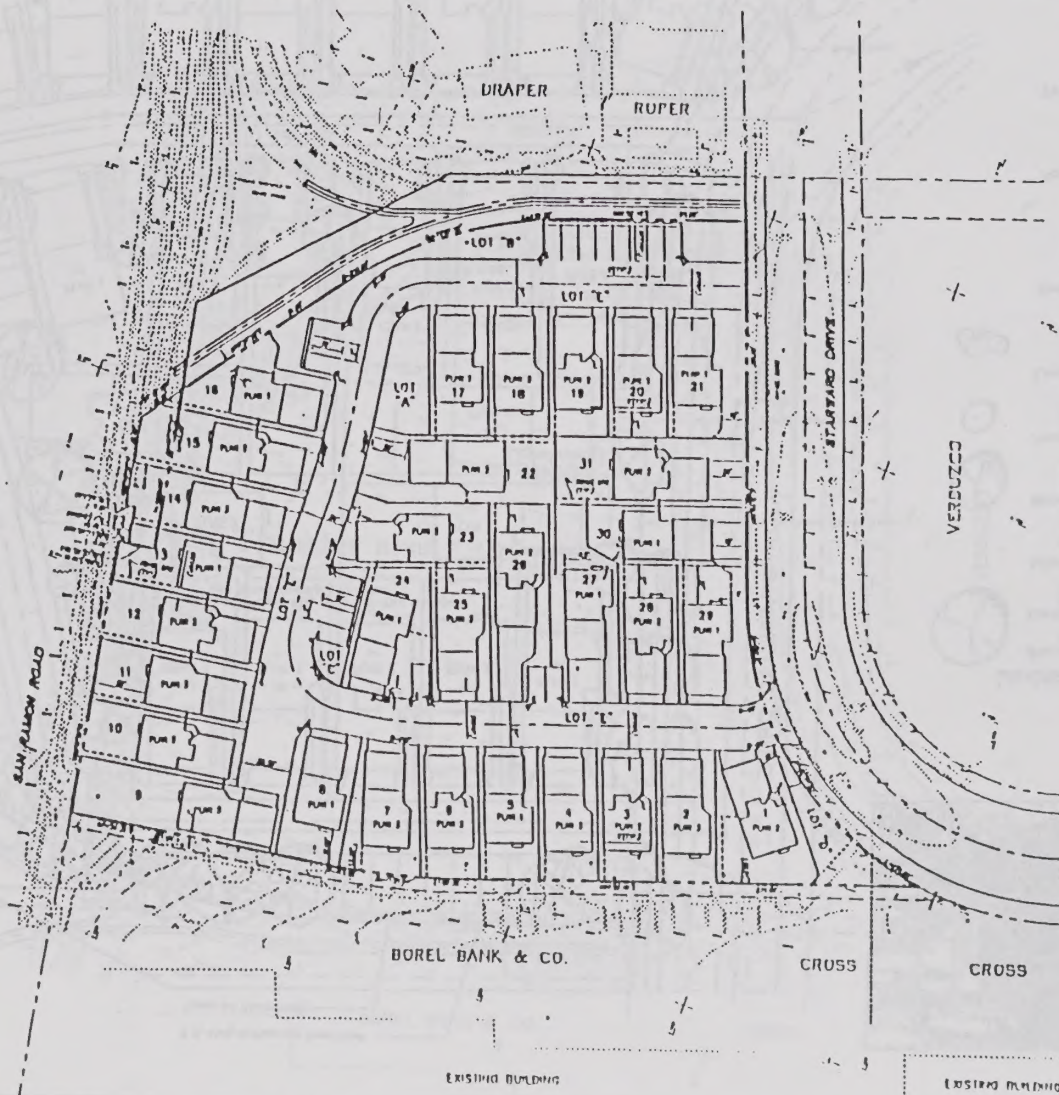
VICINITY MAP
A12



TYPICAL STREET SECTION
A13



TYPICAL LOT LINE EXHIBIT
A14



SITE SUMMARY

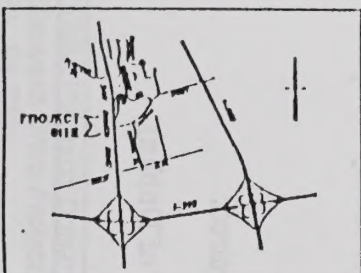
270,000 S.F. AREA	270,000 S.F. AREA
1.00 AC. SITE	1.00 AC. SITE
2.00 AC. SITE	2.00 AC. SITE
3.00 AC. SITE	3.00 AC. SITE
4.00 AC. SITE	4.00 AC. SITE
5.00 AC. SITE	5.00 AC. SITE
6.00 AC. SITE	6.00 AC. SITE
7.00 AC. SITE	7.00 AC. SITE
8.00 AC. SITE	8.00 AC. SITE
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25.00 AC. SITE	25.00 AC. SITE
26.00 AC. SITE	26.00 AC. SITE
27.00 AC. SITE	27.00 AC. SITE
28.00 AC. SITE	28.00 AC. SITE
29.00 AC. SITE	29.00 AC. SITE
30.00 AC. SITE	30.00 AC. SITE
31.00 AC. SITE	31.00 AC. SITE

SITE PLAN - TRACT 7020

DIVISION OF CALIFORNIA
DATE: JUNE 17, 1988

Exhibit 6
Conceptual Site Plan
Starward Drive Project

22.2.130



VICINITY MAP

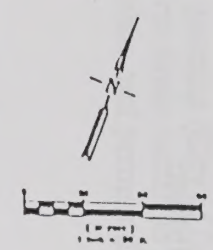
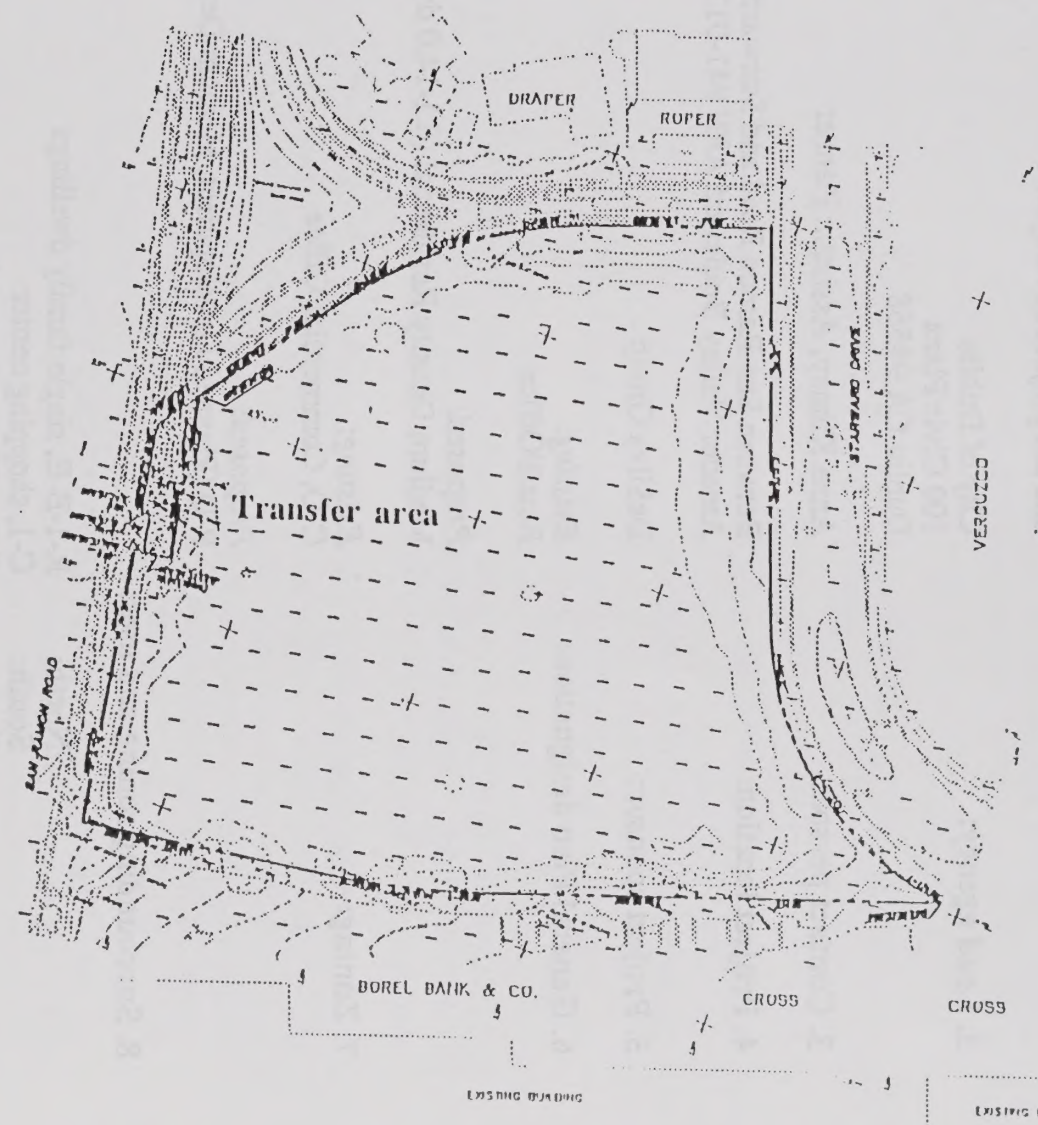


Exhibit 8
Proposed Transfer Area
Starward Drive Project

1. Project description: A General Plan Amendment changing the Land Use Map designation from "Retail/Office" to "Medium Density Residential"; an amendment deleting the project site from the Downtown Dublin Specific Plan; rezoning the project site from "Commercial Office" to "Planned Development (Medium Density Residential)"; a Planned Development to create specific development standards for the project; consideration of Site Development Review for 31 single family residences; consideration of a Vesting Tentative Tract Map to create 31 numbered lots and six lettered lots; and transfer of real property between the City of Dublin and the project developer.
2. Lead agency: City of Dublin
100 Civic Plaza
Dublin CA 94568
3. Contact person: Anne Kinney, Assistant Planner
4. Project location: Between San Ramon Road and Starward Drive, north of Amador Valley Boulevard APN 941-0173-005-02
5. Project sponsor: DeSilva Group
6. General Plan designation: *Existing:*
Retail/Office

Proposed:
Medium Density Residential (6.1-14.0 dwellings per acre)
7. Zoning:- *Existing:*
C-O, Commercial Office

Proposed:
P-D (Planned Development, Medium Density Residential)
8. Surrounding zoning and uses:
- | | |
|--------|--|
| North: | R-1-B-E, single family dwellings |
| South: | C-1, shopping center |
| East: | C-O, office and vacant |
| West: | Planned Development, multiple family complex |

9. Other public agency required approvals:

The following additional approvals are required:

- Building and grading permits (City of Dublin)

- Encroachment permits (City of Dublin)
- Permits for storm drain outfall to flood control channel (Zone 7)
- Utility connections and permits (Dublin San Ramon Services District)

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "potentially significant impact" as indicated by the checklist on the following pages.

x	Land Use/Planning	x	Transportation/ Circulation	x	Public Services
x	Population/Housing	-	Biological Resources	x	Utilities/Service Systems
X	Geotechnical	-	Energy/Mineral Resources	x	Aesthetics
x	Water	-	Hazards	x	Cultural Resources
x	Air Quality	X	Noise	x	Recreation
		-	Mandatory Findings of Significance		

Determination (to be completed by Lead Agency):

On the basis of this initial evaluation:

 I find that the proposed project could not have a significant effect on the environment and a Negative Declaration will be prepared.

X I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A Negative Declaration will be prepared.

 I find that although the proposed project may have a significant effect on the environment but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on the attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An Environmental Impact Report is required, but must only analyze the effects that remain to be addressed.

 I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed on the proposed project.

Signature: Anne Kinney

Date: 6/27/98

Printed Name: ANNE KINNEY

For:

Evaluation of Environmental Impacts

- 1) A brief explanation is required for all answers except "no impact" answers that are adequately supported by the information sources a lead agency cites in the parenthesis following each question. A "no impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "no impact" answer should be explained where it is based on project-specific factors as well as general factors (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "potentially significant impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Potentially Significant Unless Mitigation Incorporated" implies elsewhere the incorporation of mitigation measures has reduced an effect from "potentially significant effect" to a "less than significant impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA processes, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c) (3) (D). Earlier analyses are discussed in Section 17 at the end of the checklist.
- 6) Lead agencies are encouraged to incorporate the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). References to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the document is substantiated. A source list should be attached and other sources used or individuals contacted should be cited in the discussion.
- 7) This is only a suggested form and lead agencies are free to use different forms.

Environmental Impacts (Note: Source of determination listed in parenthesis. See listing of sources used to determine each potential impact at the end of the checklist)

Note: A full discussion of each item is found following the checklist.

- I. Land Use and Planning.** *Will the project*
- a) Conflict with general plan designation or zoning? (Source: 1)
 - b) Conflict with applicable environmental plans or policies adopted with jurisdiction over the project? (Source: 1)
 - c) Be incompatible with existing land use in the vicinity? (Source: 1, 7)
 - d) Affect agricultural resources or operations (soils or farmlands or impacts from incompatible uses)? (Source: 7)
 - e) Disrupt the physical arrangement of an established community (including low income or a minority community)? (Source: 7)
- II. Population and Housing.** *Would the project:*
- a) Cumulatively exceed official regional or local population projections? (Source: 1, 5)
 - b) Induce substantial growth in an area either directly or indirectly (e.g. through projects in an undeveloped area or extension of major infrastructure)? (Source: 1, 7)
 - c) Displace existing housing, especially affordable housing? (Source: 7)
- III. Soils and Geology.** *Would the proposal result in or expose people to potential impacts involving:*
- a) Fault rupture? (Source: 2)
 - b) Seismic ground shaking? (Source: 2)
 - c) Seismic ground failure? (Source: 2)
 - d) Seiche, tsunami, including liquefaction? (Source: 2)
 - e) Landslides or mudflows? (Source: 2)
 - f) Erosion, changes in topography or unstable soil conditions from excavation, grading or fill? (Source: 7)
 - g) Subsidence of land? (Source: 2)
 - h) Expansive soils? (Source: 2)

Potentially Significant	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
	X		
			X
		X	
			X
			X
		X	
			X
			X
		X	
	X		
		X	
		X	
			X
	X		
		X	
		X	

- i) Unique geologic or physical features?
(Source: 2, 7)
- IV. Water. *Would the proposal result in:*
- a) Changes in absorption rates, drainage patterns, or the rate and amount of surface run-off? (Source: 7)
- b) Exposure of people or property to water related hazards such as flooding? (Source: FEMA map)
- c) Discharge into surface waters or other alteration of surface water quality (e.g. temperature, dissolved oxygen or turbidity)? (Source: 6, 7)
- d) Changes in the amount of surface water in any water body? (Source: 6, 7)
- e) Changes in currents or the course or direction of water movements? (Source: 7)
- f) Changes in the quantity of ground waters, either through direct additions or withdrawals, or through substantial loss of groundwater recharge capability? (Source: 7)
- g) Altered direction of rate of flow of groundwater? (Source: 6)
- h) Impacts to groundwater quality? (Source: 6)
- i) Substantial reduction on the amount of groundwater otherwise available for public water supplies? (Source: 6)
- V. Air Quality. *Would the proposal:*
- a) Violate any air quality standard or contribute to an existing or projected air quality violation? (Source: 1)
- b) Expose sensitive receptors to pollutants? (Source: 8)
- c) Alter air movement, moisture, temperature, or cause any change in climate? (Source: 7)
- d) Create objectionable odors? (Source: 7)
- VI. Transportation/Circulation. *Would the proposal result in?*
- a) Increased vehicle trips or traffic congestion? (Source: 3)

Potentially Significant	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
			X
		X	
		X	
	X		
		X	
			X
			X
			X
		X	
	X		
		X	
		X	
			X
	X		

31/130

- b) Hazards to safety from design features (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)? (Source: 5)
- c) Inadequate emergency access or access to nearby uses? (Source: 5)
- d) Insufficient parking capacity onsite or offsite? (Source: 7)
- e) Hazards or barriers for pedestrians or bicyclists? (Source: 5, 7)
- f) Conflicts with adopted policies supporting alternative transportation (e.g. bus turnouts, bicycle racks)? (Source: 1)
- g) Rail, waterborne or air traffic impacts? (Source: 7)
- VII. Biological Resources. *Would the proposal result in impacts to:***
 - a) Endangered, threatened or rare species or their habitats (including but not limited to plants, fish, insects, animals and birds)? (Source: 7)
 - b) Locally designated species (e.g. heritage trees)? (Source: 7)
 - c) Locally designated natural communities (e.g. oak forest, coastal habitat)? (Source: 7)
 - d) Wetland habitat (e.g. marsh, riparian and vernal pool)? (Source: 7)
 - e) Wildlife dispersal or migration corridors? (Source: 7)
- VII. Energy and Mineral Resources. *Would the proposal:***
 - a) Conflict with adopted energy conservation plans? (Source: 1, 6)
 - b) Use nonrenewable resources in a wasteful and inefficient manner? (Source: 8)
 - c) Result in the loss of availability of a known mineral resource that would be of future value to the region and residents of the State? (Source: 8)

Potentially Significant	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
	X		
		X	
		X	
		X	
		X	
			X
			X
	X		
			X
		X	
			X
			X
			X
			X

- IX. Hazards.** *Would the proposal involve:*
- a) A risk of accidental explosion or release of hazardous substances including but not limited to oil, pesticides, chemicals, or radiation? (Source: 4)
 - b) Possible interference with an emergency response plan or emergency evacuation plan? (Source: 5)
 - c) The creation of any health hazard or potential health hazards? (Source: 5,7)
 - d) Exposure of people to existing sources of potential health hazards? (Source: 4)
 - e) Increased fire hazard in areas with flammable brush, grass or trees? (Source: 5)
- X. Noise.** *Would the proposal result in:*
- a) Increases in existing noise levels? (Source: 7)
 - b) Exposure of people to severe noise levels? (Source: 1, 7)
- XI. Public Services.** *Would the proposal result in a need for new or altered governmental services in any of the following areas?*
- a) Fire protection? (Source: 5)
 - b) Police protection? (Source: 5)
 - c) Schools? (Source: 5)
 - d) Maintenance of public facilities, including roads? (Source: 8)
 - e) Other governmental services? (Source: 8)
- XII. Utilities and Service Systems.** *Would the proposal result in a need for new systems or supplies, or substantial alterations in the following utilities?*
- a) Power or natural gas? (Source: 6)
 - b) Communication systems? (Source: 6)
 - c) Local or regional water treatment or distribution systems? (Source: 6)
 - d) Sewer or septic systems? (Source: 6)
 - e) Storm water drainage? (Source: 6,7)
 - f) Solid waste disposal? (Source: 6)
 - g) Local or regional water supplies? (Source: 6)
- XIII. Aesthetics.** *Would the proposal:*
- a) Affect a scenic vista or view? (Source: 7)

Potentially Significant	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
		X	
		X	
			X
			X
	X		
	X		
	X		
	X		
	X		
	X		
		X	
		X	
		X	
		X	
		X	
		X	
		X	
		X	
			X

Potentially Significant	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
	X		
		X	
	X		
	X		
			X
			X
	X		
			X
			X
			X

c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects and the effects of probable future projects).

d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
		X	
		X	

Sources used to determine potential environmental impacts

1. Dublin General Plan or Zoning Ordinance
2. Preliminary geotechnical analyses prepared by Berlogar Geotechnical Consultants (1998)
3. Downtown Traffic Fee Analysis prepared by TJKM Associates (1996)
4. Level I Hazards Analysis, ACC Consultants (1997)
5. Communication with appropriate City of Dublin Department(s)
6. Communication with appropriate service provider or public agency with jurisdiction
7. Site visit
8. Other source

Attachment to Starward Drive Initial Study
PA 98-013

Discussion of Checklist

Legend

- PS: Potentially Significant
PS/M: Potentially Significant Unless Mitigated
LS: Less Than Significant Impact
NI: No Impact

I. Land Use and Planning

Environmental Setting

Existing Land Use

The project site consists of 2.4 acres of vacant land in the central portion of Dublin. The site is presently vacant and was previously occupied by a single family residence.

Surrounding land uses include a County Flood Control District open channel and single family homes to the north, San Ramon Road and multi-family residences to the west, a shopping center (Shamrock Village) to the south and a single story office and vacant land to the east.

As part of the project, the developer would construct a solid masonry wall along the north, west and southerly property lines. Although the primary purpose of the wall would be for noise attenuation, construction of the wall would also provide a land use buffer between the proposed project and surrounding uses.

Regulatory Framework

Land use and development of property is governed by the Dublin General Plan, adopted in 1985 and amended since the original adoption date. The General Plan land use classification for the project site is "Retail/Office"; which is intended to promote commercial shopping centers, service stations, business and professional offices and similar uses. The Retail/Office land use designation typically does not permit residential uses except in portions of the Downtown area. Surrounding General Plan land use classifications include "Low Density Single Family Residential" to the north, "Retail/Office" to the east and south and "Medium Density Residential" to the west.

One of the primary methods of implementing the General Plan is through the City's Zoning Ordinance, which regulates land use, building height and setbacks, parking and other development standards in conformity with the General Plan. The Dublin Zoning Map designates the project site as "C-O (Commercial Office)," consistent with the General Plan designation. The C-O district allows a range of retail commercial and office land uses, including but not limited to banks and financial services, blueprint shops and similar uses. Surrounding zoning designations include "R-1-B-E-Low Density Residential, Combining District" to the north of the project site; "Planned Development (Multi-family)" west of the site and "C-1, Retail Business District" south of the site and "Commercial Office" to the west.

The project site is also included within the Downtown Dublin Specific Plan, which was adopted in 1987 for the purposes of enhancing the appearance and economical vitality of the downtown portion of the Dublin.

As part of the proposed project, the applicant has requested a General Plan Amendment and rezoning to allow the type and density of residential uses proposed for the project. The applicant has also requested an amendment to the Downtown Specific Plan to exclude the project site from the boundary of the Specific Plan area. Details regarding the requested General Plan Amendment, rezoning and Specific Plan Amendment are contained in the Project Description of this Initial Study.

Project Impacts

a) *Conflict with general plan designation and zoning?* PS/M. The proposed project would not be consistent with the Dublin General Plan, Zoning Ordinance or Downtown Specific Plan as presently adopted. Although applications have been filed to amend the General Plan, amend the Downtown Specific Plan and rezone the site, such actions may only be approved by the Dublin City Council with recommendations on these actions made by the Planning Commission. Proposed density of the project would be 12.9 dwelling units per acre, which would be consistent with the Medium Density Residential General Plan land use category, which permits residential units up to 14.0 dwellings per acre. Similarly, the proposed project is not consistent with the Commercial Office zoning on the site nor with the intent of the Downtown Specific Plan to construct office and/or retail commercial uses on the site. There is therefore a potentially significant impact with respect to consistency with the General Plan, Downtown Specific Plan and Zoning Map and the following mitigation is recommended to ensure consistency with the City's General Plan, Downtown Specific Plan and zoning ordinance which would reduce this impact to a level of less than significance.

Mitigation Measure 1: Prior to or concurrently with the approval of the proposed Vesting Tentative Tract Map for the project, the City of Dublin shall have amended the General Plan to a Medium Density Residential designation, rezoned the project site to a Planned Development District and amended the Downtown Specific Plan to exclude the site from the Specific Plan area.

b) *Conflict with applicable environmental plans or policies?* NI. This Initial Study represents full California Environmental Quality Act compliance with regard to the project. The City of Dublin has adopted no other city-wide or specific environmental plans or policies which would affect this application.

c) *Incompatibilities with existing land use in the vicinity?* LS. The proposed residential subdivision would be consistent with existing development patterns in the area by extending the existing single family development pattern south to encompass the project site. Existing residences north of the project site would be separated from residences on the proposed project by a distance of approximately 115 feet. In addition, the project developer proposed a solid barrier wall along the northerly property line to provide an additional buffer between the two properties. Although potential land use incompatibilities could be created between the proposed single family development and existing commercial development to the south, the proposed construction of a solid masonry wall along the southerly property line of the project would reduce land use impacts to a level of less than significance. No land use compatibility impacts

are anticipated regarding the existing office building to the east, since the majority of dwellings within the proposed project would have side yards fronting onto Starward Drive. Since the developer has proposed construction of property line barrier walls as part of the project, no additional mitigation measures are proposed. If approved, the project would have the effect of increasing the resident population near the downtown area, which would assist in furthering objectives of the Downtown Plan.

d) *Effect on agricultural operations or soils?* NI. The site has been vacant for a number of years and has been slated for commercial or office development. There is no recent history of agricultural production. No agricultural operations exist on surrounding properties. Therefore, no impacts are foreseen and no mitigation measures are required.

e) *Disruption of physical arrangement of an established community?* NI. The project site is located adjacent to a major shopping center complex to the south, a high speed arterial roadway (San Ramon Road) to the west and a major flood control facility to the north. It would therefore not disrupt any existing established community and no impacts are anticipated.

II. Population and Housing

Environmental Setting

The city population as of January 1, 1996 was estimated by the State Department of Finance to be 26,267. Significant population growth is anticipated for the community based on planned residential growth in east Dublin, where the City has approved a specific plan calling for residential growth.

According to the Association of Bay Area Governments (ABAG), the total population of Dublin is expected to increase to 35,200 by the year 2000, to 49,400 by the year 2005 and 58,900 in the year 2010.

Project Impacts

a) *Cumulatively exceed official regional or local population projections?* LS. The project site is relatively small in size, approximately 2.4 acres, and would not have an appreciable affect on the city-wide population base. Based on a person per dwelling unit factor of 3.2 (taken from the adopted Land Use Element), up to 99 new residents could be located on the site at project build out.

The number of new residents generated by the proposed project would fall within the parameters of anticipated population growth as outlined in the Environmental Setting section, above.

b) *Induce substantial growth in an area, either directly or indirectly?* NI. The project site is considered as an "infill" site and is surrounded by existing single and multi-family development and commercial development to the south. The site has been slated for office or commercial development for many years and will therefore not be considered a growth inducing project. No mitigation measures are required.

c) *Displacement of existing housing, especially affordable housing?* NI. The project site is presently vacant, and no housing units would be displaced. Therefore, no impacts would occur and no mitigation measures would be required.

III. Soils and Geology

Environmental Setting

[Note: the following information is based on a Geotechnical and Fault Investigation for the site prepared by Berlogar Geotechnical Consultants, July, 1997.)

Overall geology

The project site is situated within the central part of the Coast Ranges geomorphic provinces, which is characterized by a series of parallel, northwesterly trending folded and faulted mountain chains. In this part of the province, the relatively flat Amador Valley is underlain by alluvial deposits. Folding and faulting of the hills within the region is attributed to the result of prehistoric tectonic forces causing major uplifts.

Faulting

The Coast Range geomorphic province is seismically dominated by the presence of the active San Andreas Fault system. The San Andreas Fault system is the general boundary between the northward moving Pacific tectonic plate and the southward moving tectonic plate. Within this portion of the Bay area, nearby known active faults include the San Andreas, Hayward and Calaveras faults. In the immediate vicinity of the project site, the Calaveras fault is located approximately 100 to 150 feet west of the project site. The Hayward and San Andreas faults lie approximately 8 and 26 miles, respectively, southwest of the site.

The western portion of the site is located within a State of California designated seismic "Special Studies Zone" for the Calaveras fault. Recent trenching on the site completed by the applicant's geotechnical consultant revealed that no traces of possible faulting adjacent to the trench.

Soils

Fill material has been previously deposited on the site. An analysis of the fill material indicates that the material is poorly to well compacted with significant amounts of wood, concrete and construction debris contained in the fill. Native soils material include alluvium interbedded with sand, gravel, silt and clay layers. Dark brown clay layers were encountered by the geotechnical consultant at levels of 4 and 10 feet below surface levels. Moderately expansive soils were identified on portions of the site.

Liquefaction potential

Liquefaction is the temporary transformation of a saturated, cohesionless soil into a viscous liquid during strong ground shaking during a major earthquake. Sandy and silty soils encountered at the site were found to be either dense and stiff or clayey enough to preclude liquefaction. The geotechnical report rates the risk of liquefaction on the site as low.

Project Impacts

a) *Is the site subject to fault rupture?* LS. Although portions of the site are located within a Special Studies zone for seismic hazard, no evidence of active faulting has been found on the site by the applicant's geotechnical engineer. The geotechnical report concludes that the risk of ground rupture from active fault appears low. Dwellings proposed for the site would be required to comply with seismic requirements established by the Uniform Building Code. Therefore, based on the geotechnical report, significant impacts are not anticipated and no mitigations are required.

b) *Is the site subject to ground shaking?* PS/M. As is true of the majority of structures in the Bay area, dwellings constructed on the project site would be subject to moderate to severe ground shaking during earthquakes. According to the geotechnical report, the structural integrity of the proposed buildings would be a primary factor in determining possible seismic damage due to groundshaking. Groundshaking is a hazard which cannot be eliminated, but can be mitigated to a level of less than significance based on adherence to the following mitigation measure:

Mitigation Measure 2: All dwellings constructed on the project site shall conform with Uniform Building Code Standards for Seismic Zone 4.

c) *Is the site subject to seismic ground failure?* LS. Based on the geotechnical reports prepared for the project, the risk of ground failure is anticipated to be low. Enforcement of provisions of the Uniform Building Code and recommendations contained in the geotechnical report prepared for the project will serve to reduce potential impacts of seismic ground failure to a less than significant level. No mitigation measures are required.

d) *Is the site subject to seiche, tsunami hazards, including liquefaction?* LS. The geotechnical report prepared for the project concludes that the risk of liquefaction on the site is low. Since the site is not located adjacent to major bodies of water, there is also very low risk from seiche or tsunami events and no mitigation measures are required.

e) *Is the site subject to landslides or mudflows?* NI. The site is relatively flat although moderate slopes exist along portions of the westerly boundary of the site. Proposed grading for the project would be constructed in conformance with engineering specifications and recommendations contained in the geotechnical report for the project as well as Uniform Building Code requirements. Therefore, any potential impacts from landslides would be considered less than significant, and no mitigation measures are required.

f) *Is the site subject to erosion, changes in topography or unstable soil conditions?* PS/M. The site, as it presently exists, is reasonably flat with a gradual slopes on the westerly side of the property. A regional open drainage facility exists immediately to north of the site. The applicant has indicated that the site will be graded in order to provide for future building pads, roads, parking areas and similar features. Estimated grading quantities would include moving approximately 4,000 cubic yards of material on the site. Without appropriate mitigation, erosion could result into the adjacent flood control channel, onto Starward Drive and onto the commercial property to the south.

The following mitigation measure is proposed to limit impacts related to water-borne erosion.

Mitigation Measure 3 The project developer shall prepare and the City shall approve an erosion and sedimentation control plan for implementation throughout project construction. The plan should be prepared in accordance with City of Dublin and RWQCB design standards. The plan, at a minimum, should include the following:

- All disturbed areas should be immediately revegetated or otherwise protected from both wind and water erosion upon completion of grading activities;
- Stormwater runoff should be collected into stable drainage channels from small drainage basins to prevent the build up of large, potentially erosive stormwater flows;
- Specific measures to control erosion from stockpiled earth material;
- Runoff should be directed away from all areas disturbed by construction;
- Sediment ponds or siltation basins should be used to trap eroded soils prior to discharge into off-site drainage culverts or channels.;
- Major site development work involving excavation and earth moving for construction shall be done during the dry season, except as may be approved by the City Engineer

Adherence to Mitigation Measure 3 will reduce potential erosion impacts to an insignificant level.

g) *Subsidence of land?* LS. Minimal subsidence will occur, according to the preliminary geotechnical report prepared for the proposed project. No impacts are anticipated and no mitigation measures are required.

h) *Expansive soils?* LS. Surficial soils on the adjacent site have been identified as having a moderate expansive potential. These soils generally tend to shrink, crack and become hard when dry, and expand and become softer when wet. Expansive soils have the potential to damage building foundations and other improvements if specific construction techniques are not followed. The geotechnical report for the project recommends appropriate construction techniques to ensure that any negative effects of expansive soils can be reduced to a level of insignificance. No mitigation measures are therefore required.

i) *Unique geologic or physical features?* NI. None have been identified on the site, based on a field visit and no mitigation measures are required. Unique geologic features include significant rock formations, hills and similar features.

IV. Water

Environmental Setting

No surface water exists on the site. The nearest surface water source is an unnamed open flood control channel which forms the northerly and westerly boundary of the site. This facility has been constructed by the Alameda County Flood Control and Water Conservation District Zone 7 as a regional drainage facility and continues to be maintained by the District.

According to a representative of Zone 7, the project site, as well as the remainder of the Tri-Valley area, is underlain by an extensive underground aquifer. The aquifer ranges in depth between 15 and 500 feet but is no longer used as the primary source of domestic water in the area. Zone 7 is presently finalizing plans to store treated wastewater within the aquifer during winter months, which will be pumped out and used for landscape irrigation during dry, summer months.

The Flood Insurance Rate Map (FIRM) prepared for this portion of Dublin indicates that the site is subject to flooding during 500 year flooding events.

Water is supplied to the community by the Dublin San Ramon Services District (DSRSD), headquartered in Dublin. DSRSD maintains a variety of facilities to distribute water throughout the District's service area. Facilities include reservoirs, water turnouts, pumping stations and pipelines to deliver water to customers. The District obtains water from an agreement with Zone 7 of the Alameda County Flood Control and Water Conservation District (Zone 7). Zone 7 is a multi-purpose agency that oversees water issues in the Tri-Valley area, including supplying treated water to four retail water agencies, providing flood control protection and managing underground water resources in the area. Zone 7 presently obtains water from three sources: State Water Project, local surface water and local groundwater.

Project Impacts

a) *Changes to absorption rates?* LS. The site is currently vacant and water percolates into the groundwater table. Development of the proposed project will add impermeable and impervious surfaces on the site in the form of residences, garages, driveways, walkways and similar hard surfaces. This will result in higher quantities of storm water runoff which must be accommodated by the local drainage system. Preliminarily, storm water will likely be directed off-site, into an existing public storm drain system within Starward Drive. Ultimately, storm water from the project would be discharged into the unnamed Zone 7 facility north of the project site.

Prior to approval of a final subdivision map or issuance of building permits, the project applicant will be required, by City regulation, to submit and have approved a drainage and hydrology study which will include detailed calculations regarding the amount of storm water anticipated to be generated and the ultimate disposition of the water. The project developer would also be required to obtain necessary permits from Zone 7 to allow for additional discharge into the Zone 7 facility. With adherence to standard City procedures, no significant impacts are anticipated with regard to absorption rates or increased storm water runoff and no mitigation measures are required.

b) *Exposure of people or property to flood hazard?* LS. The project site lies outside of the 100 year flood plain as identified on the applicable Flood Insurance Rate Map published by the Federal Emergency Management Agency, Community Panel No. 060705 0001A. This is not considered a significant impact and no mitigation measures are needed.

c) *Discharge into surface waters or changes to surface water quality?* PS/M. The preliminary grading concept for the project involves collecting on-site storm water run-off and transporting it to the west for ultimate outfall into the unnamed Zone 7 flood control channel via a new outfall pipe. According to representatives from Zone 7, the Creek has been designed and constructed to accommodate storm water flows which would be generated on the site under developed conditions. Zone 7 will impose a number of standard conditions on the project builder to ensure Zone 7 access to the channel for maintenance purposes and to ensure that the outfall pipe is located and built to Zone 7 standards. The project developer will be required to obtain permits from Zone 7 prior to any construction within the channel.

It is likely that initial storm water flows after a lengthy dry season (also known as "first flush" flows) may add pollutants into the adjacent flood control channel, including but not limited to grease, oil, fertilizers and other organic and inorganic material. Typically, subsequent flows generally contain fewer amounts of pollutant material.

The City of Dublin is a co-permittee of the Alameda County Clean Water Program, which is a coordinated effort by local governments in the County to improve water quality in San Francisco Bay. In 1994, the San Francisco Bay Regional Water Quality Control Board issued a set of recommendations for New and Redevelopment Controls for Storm Water Programs. These recommendations include policies that define watershed protection goals, minimum non-point source pollution controls for site planning and post construction activities. Watershed protection goals are based on policies identified in the San Francisco Bay Basin Water Control Plan, which relied on Best Management Practices (BMPs) to limit pollutant contact with stormwater runoff at its source and remove such pollutants prior to being transported into receiving waters. The following mitigation measure is therefore recommended to reduce surface water quality pollution to a level of insignificance.

Mitigation Measure 4: The project developer shall prepare a Stormwater Pollution Prevention Plan for approval by the Dublin Public Works and Planning Departments. The Plan shall include specific BMP measures to reduce water quality impacts from construction activities as well as from long term operational aspects of the proposed subdivision.

d) *Changes in amount of surface water?* LS. Additional surface water will be added to the local and regional flood control facility, however, with the imposition of Mitigation Measure 4 to maintain water quality, this is not anticipated to be a significant impact. Representatives from Zone 7 have indicated that the flood control system has been sized to accommodate storm water run-off from this project. Therefore, less than significant impacts are anticipated to the amount of surface water and no mitigation measures are needed.

e) *Changes in currents or direction of water movement?* NI. No significant changes to the direction of surface water flow is anticipated and no mitigations are required.

f) *Changes in quantity of groundwaters?* NI. The project does not involve significant underground construction and would therefore not affect groundwater resources. No mitigation measures would therefore be required.

g) *Altered direction of groundwater?* NI. The project would have no impact to groundwater resources and no mitigation measures are needed.

h) *Impacts to groundwater quality?* LS. The scope of the project does not include major underground construction so that groundwater resources will not be significantly affected and no mitigation measures are needed.

i) *Substantial reduction of groundwater resources?* LS. Future project residents will rely on water supplied by the Dublin San Ramon Services District (DSRSD). According to representatives of the District, the District anticipates adequate supplies to be able to provide a long term water supply to the proposed project.

V. Air Quality

Environmental Setting

The project site is located within the Tri-Valley area, a sheltered, inland area surrounded by hills to the west, south and east. Most of the air flow into the southern portions of the Valley is accomplished through only two gaps in the hills: the Hayward and Niles canyons. Local wind data show the frequent occurrence of low wind speed and calm conditions (the latter approximately 23 percent of the time). These local limitations on the capacity for horizontal dispersion of air pollutants combined with the regional characteristic of restricted vertical dispersion give the area a high potential for regional air quality problems.

Project Impacts

a) *Violation of air quality standard?* PS/M. Potential air quality impacts can be divided into short-term, construction related impacts and long-term operational impacts associated with the project.

In terms of construction-related impacts, it is anticipated that the project would generate temporary increases in dust and particulate matter caused by site excavation and grading activities. Construction vehicle equipment on unpaved surfaces also generates dust as would wind blowing over exposed earth surfaces. Generalized estimates of construction air emissions include approximately 1.2 tons of dust per acre per month of construction activity. About 45 percent of construction-related dust is composed of large particles which settle rapidly on nearby surfaces and are easily filtered by human breathing patterns. The remainder of dust consists of small particles (also known as PM10) and could constitute a more severe air quality impact, unless mitigated.

The following mitigation measure is therefore recommended to reduce potential short-term, construction related impacts.

Mitigation Measure 5: The following measures shall be incorporated into construction specifications and shall be followed by the project grading contractor:

- All material excavated or graded shall be sufficiently watered to prevent excessive amounts of dust. Watering shall occur at least twice per day with complete coverage, preferably in the late morning and at the completion of work for the day;
- All clearing, grading, earthmoving and excavation shall cease during periods of high winds greater than 20 mph over one hour;
- All material transported off-site shall either be sufficiently watered or securely fastened to prevent escape of dust and debris;
- All inactive portions of the construction site shall be planted and watered, if construction is accomplished in more than one phase;
- On-site vehicle speed shall be limited to 15 mph;
- During rough grading and construction, Starward Drive shall be swept at least once per day, or as required by the City of Dublin, to remove silt and construction debris;
- Unnecessary idling of construction equipment shall be avoided;
- Equipment engines shall be maintained in proper working condition per manufacturers' specification.

Construction of the proposed project will add additional vehicular traffic to this portion of Dublin. These additional vehicles will generate quantities of carbon monoxide, reactive organic gasses, nitrous oxide, sulfur dioxide and particulate matter (PM10). However, the location of the proposed project near major transportation corridors (San Ramon Road and Amador Valley Boulevard), the relatively high density of the project (approximately 14 units per acre) and the fact that the proposed project is considered an "infill" type residential project results in conformity with the Bay Area Air Quality Management District's Clean Air Plan.

b) *Expose sensitive receptors to pollutants?* LS. The project, if approved and constructed, would add an anticipated 99 future residents to the project site. Since the site is located along San Ramon Road, a major regional arterial highway, additional sensitive receptors, future residents, would be exposed to somewhat higher concentrations of vehicle related pollutants. Given the prevailing wind pattern, the amount of pollutant exposure is not anticipated to be significant and no mitigation measures are required.

c) *Alter air movement, moisture, temperature or climate?* LS. The project is anticipated to consist of two story residences, which will not significantly interfere with prevailing wind patterns or climatic conditions. The final height of buildings within the project will be determined through the Site Development Plan process. No mitigation measures are required.

d) *Create objectionable odors?* NI. As a proposed residential project, no objectionable odors are to be created and no mitigation measures are required.

VI. Transportation/Circulation

Environmental Setting

Major regional access to the site is provided by Interstate 580, an east-west freeway, and Interstate 680, a north-south freeway. Primary access to the site on a city-wide level is provided by Amador Valley Boulevard, an arterial roadway south of the site and San Ramon Road, a major arterial roadway immediately west of the project site. Local access to the site is gained via Starward Drive which forms the easterly site boundary.

Table 1, below, summarizes existing traffic conditions at key intersections near the proposed project site. This information is based on information presented in the Downtown Dublin Traffic Fee analysis, completed by TJKM Associates in 1996.

Existing conditions are expressed in terms of volume-to-capacity on adjacent roadways using the Level of Service (LOS) concept. LOS ratings are qualitative descriptions of intersection operations reported using an A through F ranking system to describe travel delay and congestion. LOS A indicates free flow of traffic through intersections and LOS F indicates jammed conditions with excessive delay and long back-ups. The City of Dublin uses LOS D (volume-to-capacity ratio of 0.90) as the minimum acceptable level of service in the community. Mitigation measures must be imposed if the addition of project traffic causes intersections operations to drop to an LOS E or F.

45/130

Table 1.
Existing Peak Hour Intersection Levels of Service (without project)

Intersection	Control		Existing	
			*	LOS
San Ramon Rd./Amador Valley Blvd.	signal	A.M.	0.55	A
		P.M.	0.68	B
Regional St./Amador Valley Blvd.	signal	A.M.	0.35	A
		P.M.	0.65	B
Amador Plaza Rd./Amador Valley Blvd.	signal	A.M.	0.35	A
		P.M.	0.54	A

Notes

* denotes volume-to-capacity ratio for signalized intersection and average delay in seconds per vehicle at unsignalized (stop-controlled) intersection. For stop sign controlled intersections.

Table 1 indicates that all three of the major intersections nearest the project site operate at satisfactory levels of service under existing conditions.

The Downtown Traffic Fee Study analyzed future traffic and transportation conditions assuming full build out of the entire downtown area. As part of the analysis, future roadway improvements have been assumed, including upgrading the I-580/I-680 freeway interchange, the extension of BART to east and west Dublin, and construction of a new high occupancy vehicle lane on I-680 between I-580 and Rudgear Road in Walnut Creek. Other assumed roadway improvements include construction of the Shaefer Road interchange and construction of a new road paralleling Dublin Boulevard between Amador Plaza Road and Golden Gate Drive.

Project Impacts

a) *Increased vehicle trips or traffic congestion?* PS/M. The proposed project would add additional vehicles to local and regional roadways as a result of project construction.

Table 2, below, summarizes future (2010) traffic conditions in the Downtown Dublin area. The analysis assumes future office development on the site. Assuming an average Floor Area Ratio of 0.30 for office development, a maximum of 31,300 square feet of office could be constructed on the site under the downtown plan. Based on standard generation rates published in the Institute of Traffic Engineers Trip Generation (Sixth Edition), an office development on the site would generate 48 morning peak hour trips and 46 evening peak hour trips. By comparison, the proposed project would generate 31 morning peak hour trips and 37 evening peak hour trips. Therefore, the following future traffic conditions analysis can be considered a conservative estimation of potential traffic impacts.

This analysis includes the effects of constructing future improvements funded by the City's Traffic Impact Fee.

45/130

Table 2: Future Traffic Conditions (2010)

Intersection	Control		Existing	
			*	LOS
San Ramon Rd./Amador Valley Blvd.	signal	A.M.	0.58	A
		P.M.	0.77	C
Regional St./Amador Valley Blvd.	signal	A.M.	0.35	A
		P.M.	0.68	B
Amador Plaza Rd./Amador Valley Blvd.	signal	A.M.	0.38	A
		P.M.	0.60	A

Notes

(1) * denotes volume-to-capacity ratio for signalized intersection and average delay in seconds per vehicle at unsignalized (stop-controlled) intersection.

Based on the above analysis, construction of the full build out of the Downtown Specific Plan would not result in significant traffic impacts at major intersections near the project site during peak morning or evening hours.

The following mitigation measure is recommended to ensure that any future cumulative impacts of the project would be mitigated and to ensure consistency with adopted City requirements:

Mitigation Measure 6: The project developer shall pay a Traffic Impact Fee (TIF) for this project prior to or concurrently with the issuance of building permits.

b) *Hazards to safety from design features (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?* PS/M. Although a final, precise design for the proposed project has not been submitted by the applicant, implementation of the following mitigation measure will ensure that all no public safety hazards will be created.

Mitigation Measure 7: The final design of the project shall meet all Dublin Public Works Department, Police Department and Fire Department policies and standards for internal street widths and corner radii.

c) *Inadequate emergency access or access to nearby uses?* LS. The applicant proposes two drive approaches from Starward Drive. This complies with Dublin Police Department and Alameda County Fire Department requirements of providing two access points for a residential project of this size. No impacts are therefore anticipated with regard to emergency access and no mitigation measures are required.

d) *Insufficient parking capacity onsite or offsite?* LS. The proposed project would supply parking at a ratio of 2.0 spaces per unit within an enclosed garage per unit plus a additional open parking on a number of driveways. The site plan also indicates that 15 on-site guest parking spaces would be dispersed throughout the project site. This quantity of parking meets City parking requirements so that no impacts would be created and no mitigations are required.

e) *Hazards or barriers for pedestrians or bicyclists?* LS. The proposed project would not result in barriers or hazards to pedestrians or bicyclists. A sidewalk currently exists along the west side of Starward Drive along the frontage of the site. Although internal sidewalks are not proposed, the limited volume of internal traffic is not anticipated to be heavy so that pedestrians and bicyclists may use the internal roadway for non-vehicular circulation. No significant impacts are anticipated and no mitigation measures are required.

f) *Conflicts with adopted policies supporting alternative transportation (e.g. bus turnouts, bicycle racks)?* LS. Construction of the proposed project would serve to advance regional and subregional goals and policies which promote the development of higher density residential projects near major transportation corridors. No significant impacts are anticipated and no mitigation measures are needed.

g) *Rail, waterborne or air traffic impacts?* NI. The proposed project is not sited near operating railroad facilities, near a navigable waterway or near an airport so that no impacts would result should the project be built. No mitigations are required.

VII. Biological Resources

Environmental Setting

The site is currently vacant and is generally devoid of vegetation. The one exception is a column of mature trees growing along the southerly and westerly property boundaries. Single trees are also found along the northerly property line. The only significant tree on or adjacent to the site includes a 48" walnut tree generally located on the southwest corner of the site, but located immediately off the project site.

Project Impacts

a) *Endangered, threatened or rare species or their habitats (including but not limited to plants, fish, insects, animals and birds)* NI. No such species have been observed on the site based on filed observations conducted in January, 1998. No impacts are anticipated and no mitigation measures are therefore required.

b) *Locally designated species (e.g. heritage trees).* PS/M. Development plans submitted by the applicant indicate that the majority of trees on the perimeter of the site would be removed. The 48" walnut southwest of the site would be retained. The following mitigation measure is recommended to ensure that the walnut tree is safely preserved:

Mitigation Measure 8: Prior to issuance of grading permits, the project developer shall prepare a tree preservation plan for the off-site walnut tree, including limitations on grading near the drip line of the tree, providing temporary fencing of the tree during construction and clean cutting of tree roots, if necessary. The tree preservation plan shall be approved by the City's landscape architect.

c) *Locally designated natural communities (e.g. oak forest, coastal habitat)* NI. There are no significant stands of vegetation on the site so that no impacts would result to natural biotic conditions and no mitigations are required.

d) *Wetland habitat (e.g. marsh, riparian and vernal pool)?* LS. No wetlands exist on the project site so that no impacts would result if the project were built and no mitigation measures are required.

e) *Wildlife dispersal or migration corridors?* NI. The site is substantially surrounded by existing commercial and residential development and no wildlife corridors have been observed on the site. The flood control facility north of the site could serve as a wildlife corridor area, however, the facility has been fenced to preclude access by the general public. Therefore, significant impacts are not anticipated and no mitigation measures are required.

VII. Energy and Mineral Resources

Environmental Setting

The Conservation Element of the Dublin General Plan does not reference any significant mineral resources on the project site nor were any such resources observed during a field investigation in June, 1998.

Project Impacts

a) *Conflict with adopted energy conservation plans?* NI. The proposed project will not conflict with energy goals, policies or programs established in the General Plan regarding energy or energy conservation. No mitigation measures are required.

b) *Use nonrenewable resources in a wasteful and inefficient manner?* NI. The proposed project is not anticipated to use resources in a wasteful manner. The project will be constructed in accord with the Uniform Building Code and Title 24 of the California Administrative Code, both of which require stringent energy efficient construction methods, such as insulation, thermal pane windows and installation of efficient appliances. Exterior landscaping will be governed by both AB 325 and Section 8.88 of the Dublin Zoning Ordinance, which requires "water budgets" for landscape material and methods of irrigation. Finally, the City is mandated by AB 939 to reduce the solid waste stream generated by residences, business and industrial establishments by promoting recycling and similar programs. No specific mitigation measures are required.

c) *Result in the loss of availability of a known mineral resource that would be of future value to the region and residents of the State?* NI. The preliminary geotechnical investigation for the project did not indicate that significant quantities of mineral resources are located on the site.

IX. Hazards

Environmental Setting

A Phase I Environmental Assessment was completed for the project site in May, 1997 by the firm of ACC Environmental Consultants. The purpose of the assessment was to identify historical or current sources of contamination or hazards on the site. The report concludes that no evidence of recognized environmental conditions exist on the site. Within one-half mile of the site, a number of documented releases of hazardous substances and/or petroleum products exist,

however, there is no documented evidence that constituent plumes originating from any of these sites have migrated to or under the project site.

Project Impacts

a) *A risk of accidental explosion or release of hazardous substances including but not limited to oil, pesticides, chemicals, or radiation?* LS. The proposed residential project will not contain substantial quantities of oil, pesticides, chemicals or radiation. It is likely that limited quantities of household chemicals, pesticides, herbicides and similar materials would be used and stored on the site, either in individual units or for maintenance purposes. The amounts of such materials would be typical of any residential development in the community and such quantities are not considered to be significant. No mitigation measures are required.

b) *Possible interference with an emergency response plan or emergency evacuation plan?* LS. The proposed project would not block Starward Drive, San Ramon Road or any other major evacuation routes so that no impacts would result should the project be built.

c) *The creation of any health hazard or potential health hazards?* NI. As a proposed residential development, the project will not generate a health hazard and no mitigation measures are required.

d) *Exposure of people to existing sources of potential health hazards?* NI. Based on the completed Phase One Analysis, no documented sources of health hazard exists on the site. No mitigation measures are required.

e) *Increased fire hazard in areas with flammable brush, grass or trees?* PS/M. Construction of the proposed project will add wood frame dwellings, garages and other related improvements, including new landscaping. All structures will be built in conformity with provisions of the Uniform Building Code and Uniform Fire Code to minimize fire hazard. Landscaped areas will be permanently irrigated to ensure that plant material will not be flammable, based on recommended Mitigation Measure 9, below.

Mitigation Measure 9: Permanent irrigation systems and automatic controllers shall be installed within all front yard areas and along the Starward Drive project frontage to assist in reducing the danger from grass fires.

X. Noise

Environmental Setting

Primary long term sources of noise in the vicinity of the project site include vehicular-related noise emanating from San Ramon Road and a combination of vehicular and operational noise from the existing Shamrock commercial center south of the project site. A noise barrier masonry wall has been constructed along the west side of San Ramon Road north of the project site, but this wall does not extend along the project frontage. There is currently no noise barrier between the project site and the commercial center south of the site. Although a specific noise analysis has not been performed for this project, it is estimated that existing noise levels exceed the maximum City exterior noise exposure level of 65 dBA for single family neighborhoods. The City and state maximum interior noise exposure level is 45 dBA.

Project Impacts

a) *Increases in existing noise levels?* PS/M. As a residential project, small, incremental permanent increases in noise from automobiles, mechanical and gardening equipment and similar sources can be expected. These are not anticipated to be significant. Short-term construction related noise can also be expected to be generated which could be considered significant based on specific types of equipment which may be used in the construction process. Noise impacts would be felt by residences of existing residential dwellings north of the project site.

The following mitigation measure is therefore recommended to limit the potential impacts of construction noise on adjoining properties to an acceptable level.

Mitigation Measure 10: All construction activities on the project site shall be limited to 7 a.m. to 5 p.m., Monday through Friday, unless alternative hours are approved by the Dublin Building Official for structural construction and the City Engineer for grading activities. Construction equipment, including compressors, generators, and mobile equipment, shall be fitted with heavy duty mufflers designed to reduce noise impacts.

b) *Exposure of people to severe noise levels?* PS/M. Construction of the proposed project would expose residents of dwellings on the southerly and westerly portion of the site to noise levels in excess of that established in the Dublin General Plan. The proposed development plan indicates that a solid noise barrier wall would be constructed along the north, west and south property lines, although precise locations have not been submitted. The following mitigation measure is recommended to reduce off-site noise impacts on the project to a level of less than significance.

Mitigation Measure 11: The project developer shall have a qualified acoustical consultant:

- (1) Verify and approve the precise location, heights and type of materials to be used for noise barrier walls. Noise barrier wall plans submitted to the City for building permits shall be stamped approved by the acoustical consultant.
- (2) Verify that interior noise levels for dwellings constructed on lots 1-16 comply with maximum interior noise levels established by the City of Dublin and California Administrative Code. Construction plans shall be stamped approved by the qualified acoustical consultant.

XI. Public Services.

Environmental Setting

The project site is served by the following service providers:

- Fire Protection. Fire protection is provided by the Alameda County Fire Department, under contract to the City of Dublin, which provides structural fire suppression, rescue, hazardous materials control and public education services. The closest Fire Station is located on Donohue Drive approximately one-quarter mile east of the project site.

- Police Protection. Police protection is provided by the Dublin Police Department which is headquartered in the Civic Center. The Department, which maintains a sworn staff of 31 officers, performs a range of public safety services including patrol, investigation, traffic safety and public education.
- Schools. Educational facilities are provided by the Dublin Unified School District which operates kindergarten through high school services within the community. Schools which would serve the project include Dublin High School (grades 9-12) and Wells Middle School (graded 6-8). Grades K-5 could be served by one of three elementary schools within the District.
- Maintenance. The City of Dublin provides public facility maintenance, including roads, parks, street trees and other public facilities. Dublin's Civic Center is located at 100 Civic Plaza.
- Other governmental services. Other governmental services are provided by the City of Dublin including community development and building services and related governmental services. Library service is provided by the Alameda County Library with supplemental funding by the City of Dublin.

The City of Dublin has adopted a Public Facilities Fee for all new residential development in the community for the purpose of financing new municipal public facilities needed by such development. Facilities anticipated to be funded by the proposed fee would include completion of the Civic Center Complex, construction of a new library, expansion of the existing senior center, acquisition and development of new community and neighborhood parks and similar municipal buildings and facilities. The applicant would be required to pay this fee.

Project Impacts

a) *Fire protection?* PS/M. According to representatives of the Fire Department, the proposed project lies within a quarter mile radius of a fire station located on Donohue Drive north of Amador Valley Boulevard. A typical response time of under five minutes is anticipated. As part of the site development review process, specific fire protection requirements will be imposed on the development to ensure compliance with applicable provisions of the Uniform Fire Code. This would include installation of fire hydrants and similar fire protection measures. A potentially significant impact would be the width of the proposed private street through the site, which is planned to be 24-feet. with no on-street parking allowed. Although considered adequate to accommodate normal vehicular traffic through the site, any vehicles parking on the street could block access by fire and/or police emergency vehicles and could possibly hinder emergency evacuation of the site. The following mitigation measure is recommended to reduce this potential impact to a level of insignificance:

Mitigation Measure 12: The private street through the site shall be painted and striped to preclude vehicle parking adjacent to the curb. Signing and painting shall be approved by the Alameda County Fire Department and Dublin Police Department prior to occupancy of any portion of the project. In addition, the project developer shall provide written authorization for Police and Fire officials to enforce the no parking requirement.

52/130

b) *Police protection?* PS/M. The Police Department has indicated an ability to provide safety and security services to the proposed project. Adherence to Mitigation Measure 11 will ensure that adequate emergency access would be provided through the site at all times.

c) *Schools?* PS/M. The Dublin Unified School District recently completed a Facilities Master Plan which includes estimates of student generation by residential density type. Since many local schools are or are expected to be at full capacity in the near future, the following mitigation is recommended to ensure that potential impacts can be reduced to a less than significant level.

Mitigation Measure 13: The applicant shall, prior to issuance of building permits, obtain a written agreement with the Dublin Unified School District for the project's fair share mitigation of school impacts. Any fees which are required pursuant to that agreement shall be paid prior to issuance of building permits.

d) *Maintenance of public facilities, including roads?* LS. The project represents an incremental increase in area population and vehicles. Roadways within the project will be privately owned and maintained. The applicant is required to pay a traffic impact fee to the City of Dublin which will assist in off-setting costs of public roadway maintenance. In regard to the existing slope easement adjacent to San Ramon Road, the proposed grading plan calls for a retaining wall in the general vicinity of the existing slope easement so that the slope easement would no longer be needed and can safely be abandoned.

e) *Other governmental services?* LS. The project would represent incremental increases in the demand for general governmental services. Payment of the City's Public Facility Fee would offset any impacts caused by the project.

XII. Utilities and Service Systems.

Environmental Setting

The project site is served by the following service providers:

- Electrical and natural gas power: Pacific Gas and Electric Co.
- Communications: Pacific Bell
- Water supply and sewage treatment: Dublin San Ramon Services District
- Storm drainage: City of Dublin
- Solid waste disposal: Dublin-Livermore Disposal Company

Project Impacts

a) *Power or natural gas?* LS. According to representatives from Pacific Gas and Electric Company, adequate facilities exist in the vicinity of the project to provide power and natural gas service. No impacts to electrical power or natural gas systems are anticipated and no mitigation measures are needed.

- b) *Communication systems?* LS. According to representatives from Pacific Bell, communication facilities presently exist near the site which could be extended to serve future development on the site. No impacts are anticipated and no mitigation measures are required.
- c) *Local or regional water treatment or distribution systems?* LS. According to representatives of DSRSD, existing underground water facilities exist in nearby streets to supply adequate quantities and pressure to meet minimum domestic and fire flows. Less than significant impacts are anticipated to local and regional water treatment facilities and no mitigation measures are required. Reference Section IV, Water, for a discussion of long term water supplies to the project.
- d) *Sewer or septic systems?* LS. According to representatives of DSRSD, a sewer line has been constructed within Starward Drive which would adequately accommodate anticipated wastewater requirements of the project. Adequate capacity exists to accommodate anticipated sewer flows from the proposed project. Untreated effluent would be transported to DSRSD's Regional Treatment Plant in Pleasanton for treatment prior to being discharged into the East Bay Discharge Authority's outfall line for eventual disposal into San Francisco Bay. DSRSD officials indicate that adequate capacity exists within the regional treatment facility to accommodate this project.
- e) *Storm water drainage?* LS. This topic was previously addressed in Section IV, Water.
- f) *Solid waste disposal?* LS. The City of Dublin contracts with Livermore-Dublin Disposal Company to collect solid waste from households and businesses and transport it to the Altamont Landfill, located in eastern Alameda County. The Landfill currently has an anticipated capacity until the year 2005 and plans are underway to extend landfill capacity for an additional 50 years.
- Livermore-Dublin Disposal Company also operates a curbside recycling service to ensure that the City's waste stream complies with state requirements for reduction of solid waste. The most current information available indicates that Dublin exceeds state requirements for reducing solid waste.
- Although approval of the proposed project will incrementally increase the amount of solid waste, any such increases will be able to be accommodated with existing facilities and resources.
- g) *Local or regional water supplies?* LS. DSRSD staff indicate that adequate long term water supplies are available from Zone 7 and other sources to serve the proposed project. No mitigation measures are needed.

XIII. Aesthetics.

Environmental Setting

The site is currently vacant of any permanent structures. The only feature of aesthetic significance in the immediate vicinity is the large walnut tree southwest of the site.

Project Impacts

a) *Affect a scenic vista or view?* NI. Based on a field observation of the project site, no existing views or vistas would be blocked to a significant degree and no mitigation measures are required.

b) *Have a demonstrable negative aesthetic effect?* PS/M. The proposed project would be largely self contained with adequate landscaped buffering or noise barrier walls on all sides. However, the design and appearance of the noise wall is unknown at this time. If not properly designed, the noise barrier wall could result in a significant adverse impact for motorists passing the site on San Ramon Road as well as from adjoining properties. The following mitigation measure is therefore recommended to reduce potential aesthetic impacts to a level of insignificance:

Mitigation Measure 14: Perimeter noise barrier walls shall be attractively designed of masonry block or alternative materials with the final design to be approved as part of Site Development Plan review to ensure that the barrier wall will not result in a negative aesthetic impact. The perimeter wall shall also be painted with graffiti-resistant paint.

c) *Create light or glare?* LS. The proposed residential project would add additional exterior lighting in the project vicinity, including driveway lighting, security lighting and porch lights and other light sources. However, perimeter walls would be constructed to block spill over of light onto adjacent sites so that no significant impacts would result and no mitigation measures would be required.

XIV. Cultural Resources

Environmental Setting

There is evidence that the site contains a streambed that has been filled many years ago. Generally, historic and prehistoric habitation occurred on sites adjacent to creeks, streams and other bodies of water, although no surface evidence exists that such artifacts are present on this site.

Project Impacts

a) *Disturb paleontological resources?* PS/M. Construction of the proposed project could disturb buried paleontological artifacts through grading and general site construction. This would be a potentially significant impact. Adherence to the following mitigation measure would reduce this impact to a level of less than significant:

Mitigation Measure 15: Should archeological artifacts or remains be discovered during construction of the project, work in the vicinity of the find shall stop immediately until a qualified archeologist can evaluate the site and determine the significance of the find. Project personnel shall not collect or alter cultural resources. Identified cultural resources shall be recorded on forms DPR 422 (archeological sites) and/or DPR 523 (historic resources). If human remains are found, the County Coroner shall be contacted immediately.

b) *Disturb archeological resources?* PS/M. Adherence to Mitigation Measure 14 would also reduce potential impacts to archeological resources to a level of less than significance.

c) *Have the potential to cause a physical change which would affect unique ethnic cultural values?* NI. The site is presently vacant and exhibits no unique ethnic or cultural values. No impacts are therefore anticipated and no mitigation measures are required.

d) *Restrict existing religious or sacred uses within potential impact area?* NI. Similar to above, the site does not contain unique religious or sacred uses so that no mitigation measures are needed.

XV. Recreation.

Project Impacts

a) *Increase the demand for neighborhood or regional parks or other recreational facilities?* LS. The addition of approximately 99 residents in this portion of the City will add an incremental demand for parks and recreational facilities. This would be a significant impact and the following mitigation measure is recommended to reduce potential recreational impacts to a level of less than significance:

Mitigation Measure 16: The project developer shall pay required Quimby Act park in-lieu fees to the City of Dublin prior to issuance of building permits.

b) *Affect existing recreational opportunities?* NI. The project site does not contain existing recreational facilities and no impacts are anticipated.

XVI. Mandatory Findings of Significance

a) *Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number of or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?* No. The preceding analysis indicates that the proposed project will not have a significant adverse impact on overall environmental quality, including biological resources or cultural resources.

b) *Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?* No. The project represents an example of infill, higher density housing which will be sited near a major regional transportation corridor.

c) *Does the project have impacts that are individually limited, but cumulatively considerable?* ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects and the effects of probable future projects). No although incremental increases in certain areas can be expected as a result of constructing this project, including additional traffic, air emissions, and need for public services and utilities, the project site lies within an already urbanized area and sufficient capacity exists within service systems to support the additional population anticipated associated with the project.

d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? No. Although potential safety impacts exist in the vicinity of the site, adequate mitigations are proposed to reduce such potential impacts to levels of insignificance.

59/130

Initial Study Preparer

Jerry Haag, Urban Planner

Agencies and Organizations Consulted

The following agencies and organizations were contacted in the course of this Initial Study:

City of Dublin

Eddie Peabody Jr., AICP, Community Development Director
Anne Kinney, Assistant Planner
Michael Porto, Consulting Planner
Kevin Van Katwyk, Senior Engineer

Dublin-San Ramon Services District

Bruce Webb, Engineer

Alameda County Fire Department

James Ferdinand

Dublin Police Department

Sgt. Dave DiFranco
Rose Macias, Crime Prevention Officer

References

Dublin General Plan, Revised September 1992

Downtown Dublin Specific Plan July, 1987

Geotechnical and Fault Investigation. Toi Property, Starward Drive, Dublin CA,
Berlogar Geotechnical Consultants, July, 1997

Final Report. Downtown Traffic Impact Fee, TJKM Associates, July 1996

Phase One Environmental Site Assessment. Toi Property, Dublin CA, ACC
Environmental Consultants, May, 1997

Urban Water Management Plan, Dublin San Ramon Services District, January, 1996

Mitigation Monitoring Program

Starward Drive Mitigated Negative Declaration
PA 98-013

August 1998

The following mitigation monitoring and reporting program is intended to comply with applicable sections of the California Environmental Quality Act, as amended.

Mitigation Measure	Responsible Agency/Organization	Time Frame for Completion	Verification/Date
Mitigation Measure 1: Prior to or concurrently with the approval of the proposed Vesting Tentative Tract Map for the project, the City of Dublin shall have amended the General Plan to a Medium Density Residential designation, rezoned the project site to a Planned Development District and amended the Downtown Specific Plan to exclude the site from the Specific Plan area.	Dublin Planning Department	Prior to issuance of building permits	
Mitigation Measure 2: All dwellings constructed on the project site shall conform with Uniform Building Code Standards for Seismic Zone 4.	Dublin Public Building Department	Prior to issuance of building permits	
Mitigation Measure 3: The project developer shall prepare and the City shall approve an erosion and sedimentation control plan for implementation throughout project construction. The plan should be prepared in accordance with City of Dublin and RWQCB design standards	Dublin Public Works	Prior to issuance of grading permits	
Mitigation Measure 4: The project developer shall prepare a Stormwater Pollution Prevention Plan for approval by the Dublin Public Works and Planning Departments. The Plan shall include specific BMP measures to reduce water quality impacts from construction activities as well as from long term operational aspects of the proposed subdivision.	Dublin Public Works Department	Prior to issuance of grading permits	

58/150

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Mitigation Measure 5: Specific measures shall be incorporated into construction specifications and shall be followed by the project grading contractor to minimize short term air quality impacts (refer to text of mitigation measure)	Dublin Public Works Department	Prior to issuance of grading permits	
Mitigation Measure 6: The project developer shall pay a Traffic Impact Fee (TIF) for this project prior to or concurrently with the issuance of building permits.	Dublin Public Works Department	Prior to final building permit inspection	
Mitigation Measure 7: The final design of the project shall meet all Dublin Public Works Department, Police Department and Fire Department policies and standards for internal street widths and corner radii.	Dublin Public Works and Police Department; Fire Department	Prior to final building inspection	
Mitigation Measure 8: Prior to issuance of grading permits, the project developer shall prepare a tree preservation plan for the off-site walnut tree, including limitations on grading near the drip line of the tree, providing temporary fencing of the tree during construction and clean cutting of tree roots, if necessary. The tree preservation plan shall be approved by the City's landscape architect.	Dublin Planning Department	Prior to issuance of grading permits	
Mitigation Measure 9: Permanent irrigation systems and automatic controllers shall be installed within all landscaped planter areas to assist in reducing the danger from grass fires.	Dublin Planning Department	Prior to final building inspection	
Mitigation Measure 10: All construction activities on the project site shall be limited to 7 a.m. to 5 p.m., Monday through Friday, unless alternative hours are approved by the Dublin Building Official for structural construction and the City Engineer for grading activities. Construction equipment, including compressors, generators, and mobile equipment, shall be fitted with heavy duty mufflers designed to reduce noise impacts.	Dublin Building and Public Works Departments	During all phases of site construction	

59/130

Mitigation Measure 11: The project developer shall have a qualified acoustical consultant: (1) Verify and approve the precise location, heights and type of materials to be used for noise barrier walls. Noise barrier wall plans submitted to the City for building permits shall be stamped approved by the acoustical consultant. (2) Verify that interior noise levels for dwellings constructed on lots 1-16 comply with maximum interior noise levels established by the City of Dublin and California Administrative Code. Construction plans shall be stamped approved by the qualified acoustical consultant.	Dublin Building and Planning Departments	Prior to issuance of building permits	
Mitigation Measure 12: The private street through the site shall be painted and striped to preclude vehicle parking adjacent to the curb. Signing and painting shall be approved by the Alameda County Fire Department and Dublin Police Department prior to occupancy of any portion of the project. In addition, the project developer shall provide written authorization for Police and Fire officials to enforce the no parking requirement.	Dublin Police Services; Alameda County Fire Department	Prior to final building inspection	
Mitigation Measure 13: The applicant shall, prior to the effective date of the vesting tentative tract map, obtain a written agreement with the Dublin Unified School District for the project's fair share mitigation of school impacts. Any fees which are required pursuant to that agreement shall be paid prior to issuance of building permits.	Dublin Planning Department	Prior to effective date of vesting tentative tract map	
Mitigation Measure 14: Perimeter noise barrier walls shall be attractively designed of masonry block or alternative materials with the final design to be approved as part of Site Development Plan review to ensure that the barrier wall will not result in a negative aesthetic impact. The perimeter wall shall also be painted with graffiti-resistant paint.	Dublin Planning Department	Prior to issuance of building permit	

6/9/98

Mitigation Measure 15: Should archeological artifacts or remains be discovered during construction of the project, work in the vicinity of the find shall stop immediately until a qualified archeologist can evaluate the site and determine the significance of the find. Project personnel shall not collect or alter cultural resources. Identified cultural resources shall be recorded on forms DPR 422 (archeological sites) and/or DPR 523 (historic resources). If human remains are found, the County Coroner shall be contacted immediately.	Dublin Planning and Public Works Department	During grading and site construction	
Mitigation Measure 16: The project developer shall pay required Quimby Act park in-lieu fees to the City of Dublin prior to issuance of building permits.	Dublin Public Works Department	Prior to issuance of building permits	

51/150